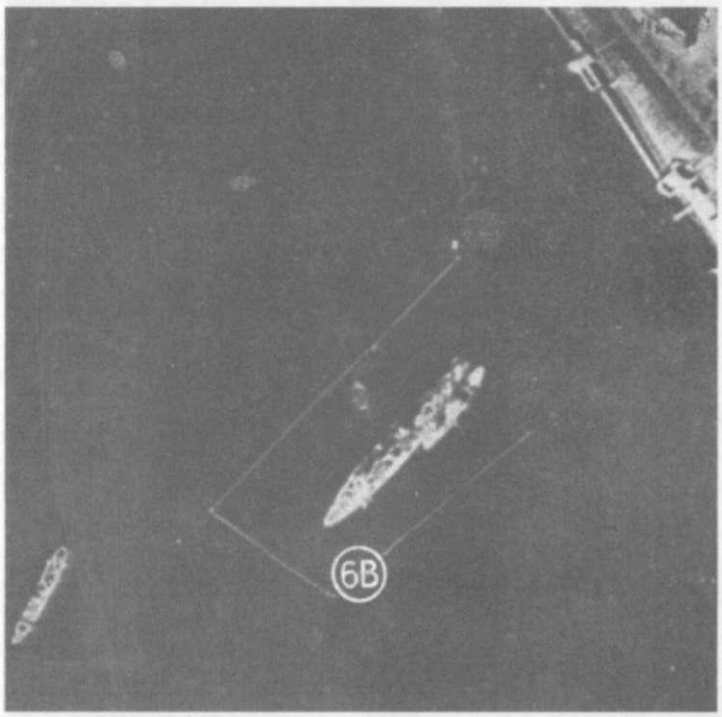
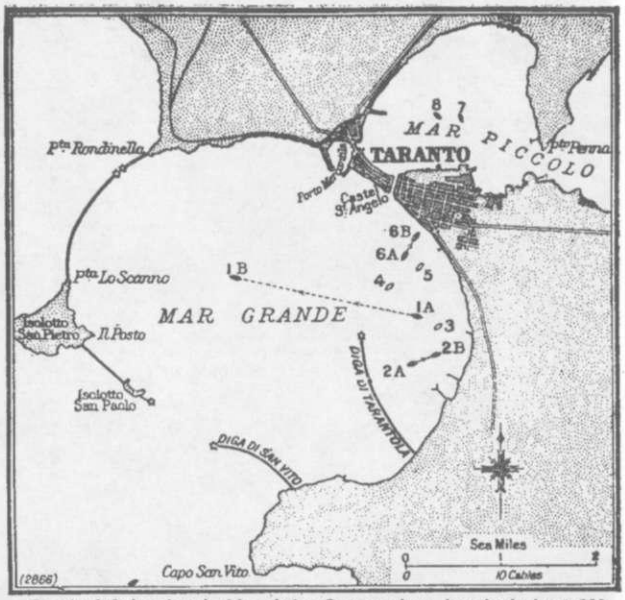
TARANTO: THE EVIDENCE OF THE CAMERA

Only a few hours after the Fleet Air Arm's brilliantly successful attack on Taranto, R.A.F. pilots on November 12 and 14 carried out daring flights over the scene, in order to secure photographic evidence of the damage done to Mussolini's warships. Despite the intense anti-aircraft barrage, they flew over the port at between 6,000 and 8,000 feet, and so as to secure the most satisfactory results they made many runs over their objective. Four of their photographs are reproduced in this and the two following pages. The one above shows a 23,622-ton battleship of the Cavour class beached on the east shore of the outer harbour. Her original position is marked 2A on the map in page 590, and that in which she now lies, 2B.

Photo, British Official: Crown Copyright

After the Fleet Air Arm Had Done Its Work



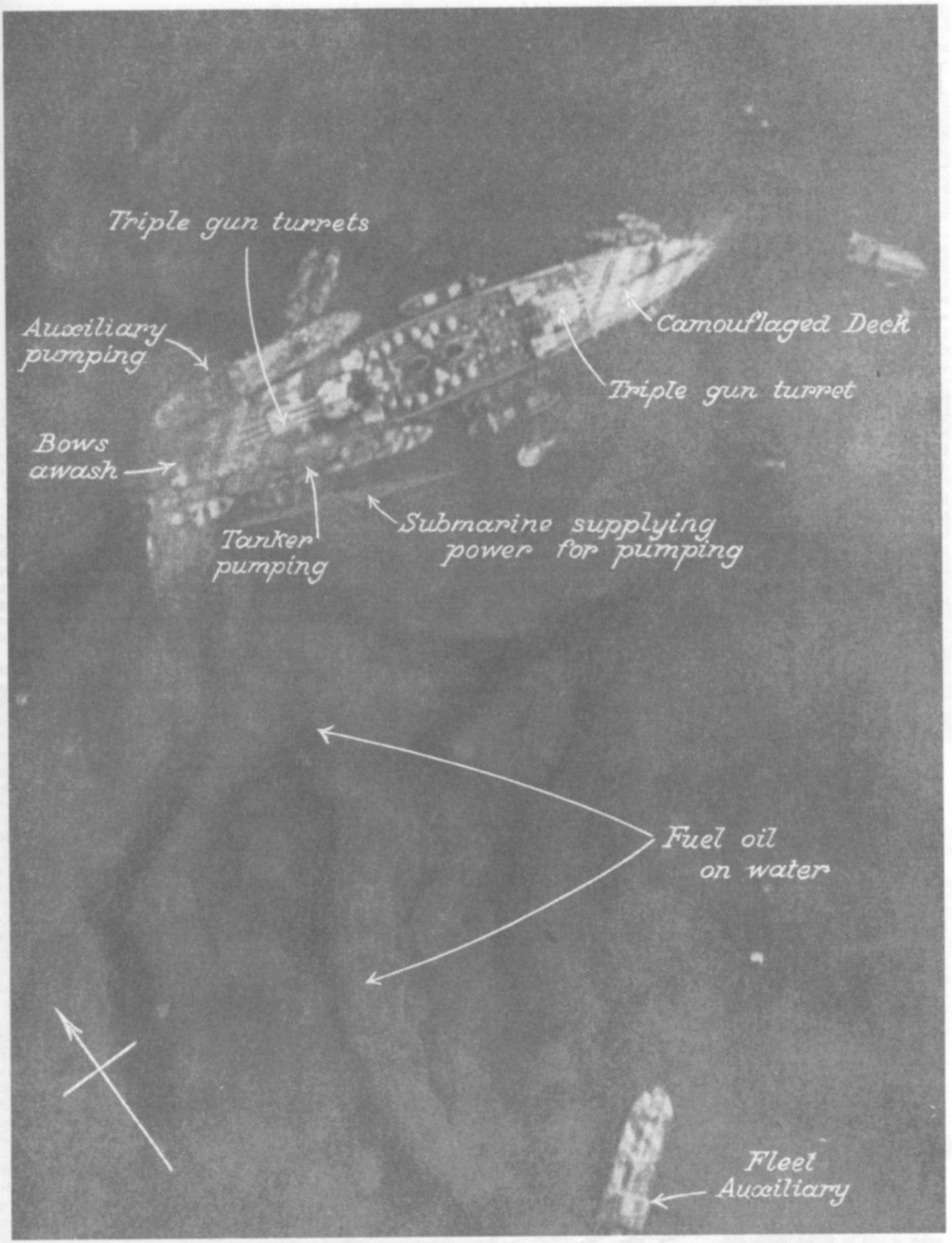


On the left is a battleship of the Cavour class, beached about 300 yards from the shore. A number of small craft cluster about her bow, which points towards the harbour. To protect her from torpedo attack, nets have been suspended round the ship. The diagram of Taranto, above, shows the position of the Italian battleships when the attack was made, marked A, while B marks the positions to which damaged ships were towed. 3, 4 and 5 show undamaged battleships.

Two 10,000-ton cruisers of the Trento class, marked 7 and 8 on the map, lying in the inner harbour, show evidence of damage to their hulls and oil is oozing from them. Nearer in shore is another 10,000-ton cruiser, and alongside the quays are light cruisers of the Condottieri type and some destroyers.

Photos, British Official: Crown Copyright

The R.A.F. Recorded It for the World to See



This photograph shows the 35,000-ton battleship of the Littorio class (see page 565) lying in the middle of the harbour at Taranto and badly down by the bows. The tankers alongside are probably pumping out oil fuel to lighten the ship, for dark streams of oil can be seen to the left of the ship. In securing these remarkable photographs, only ordinary Service type cameras were used.

Photo, British Official: Crown Copyright

Koritza Falls: Long Live Greece!

Having been practically surrounded for several days, Koritza fell to the Greek arms on November 22. The story of its capture is told below, together with some fresh details of the campaign and the striking help afforded to the Greeks by the 'planes of our R.A.F.

BEFORE daybreak on November 22 the first Greek detachments entered Koritza, and at nine o'clock the main body made its triumphal entry into the place, with bands playing and flags flying. The population received them with tears of joy, while from many a window fluttered a Greek flag, hidden for years in anticipation of just this day of deliverance. Shortly afterwards the capture of the town was announced in Athens by General Metaxas, and at once there broke out demonstrations of patriotic enthusiasm. The great square in front of the King's palace was a sea of waving flags, in which the blue and white of Greece was mixed with the red, white and blue of the Union Jack; military bands marched through the streets, and the British soldiers in the capital were carried shoulder-high.

In Rome the news was announced only a few days after Mussolini's threat that "we will break Greece's back." The Italian communiqué quoted by Rome radio said that: "After 11 days of fighting two divisions, deployed on the defensive along the Greco-Albanian frontier and Koritza, have been withdrawn west of the city. Through this period fierce fighting has taken place. Our losses are considerable. Equally serious, perhaps more so, are the enemy's. Italian reinforcements are concentrating on the new line."

For several days Koritza had been threatened, and at the last there was fierce hand-to-hand fighting, in which the Italians were driven out of their shallow trenches by Greeks armed with bayonets and trench knives. Once they had abandoned the town the Italians fled along the roads to the west. Soon the retreat became a rout, and as they fled the Italians left behind them hundreds of lorries, numbers of heavy guns, complete with tractors and ammunition, many anti-tank and anti-aircraft guns, complete with shells, vast stores of food, and many big dumps of petrol.

As the invaders quitted Greek soil they committed a number of barbarities which were indignantly reported by the Greek authorities. "The Italians are looting and plundering the villages they are leaving," said a communiqué issued in Athens on November 23. "The village of Sayiades and other freed villages present horrible scenes where the Italians are leaving traces of savagery and barbarity. In the village of Bassibikon women and girls have been raped and killed, while many women and children have been carried off as hostages. Their fate is still unknown." As the retreat continued more burning villages and destroyed homesteads marked the Italians' path.

Hard on their heels followed the Greeks, although at times the pace was too hot for them to keep in touch. West of Koritza the invaders were pursued by a number of their own tanks, manned by Greeks who had taken them in a skirmish. So swift was the pursuit that the Greek H.Q. lost contact with their advanced units and supplies had to be dropped from 'planes of the R.A.F. to the most advanced. "It's like manna coming down from Heaven," said one Greek warrior as he watched the bundles of food and ammunition being dropped from the skies.

Air Commodore J. H. D'Albiac, who was stated on Nov. 18 to be in command of the British Forces in Greece—R.A.F. squadrons and auxiliary units. He was born in 1894 and commissioned in the R.A.F. in 1918.

Photo, Vandyk

March on Albania—1940. *Cartoon by Illingworth, reproduced by courtesy of the "Daily Mail"*

Along the whole front of a hundred miles the Greeks advanced, pushing the Italians steadily before them, until the national soil was completely cleared of their presence. At not one point but several the Greek columns invaded Albania, where they were hailed as deliverers by the native population. On the day following the fall of Koritza, it was reported in Athens that Argyrokastro, the Italian base in southern Albania, had also been captured, together with Konispol, not far from the coast, opposite Corfu; in the Koritza sector the Greek advanced units were reported to be at Pogradets, 25 miles to the north-west of Koritza, on the shores of Lake Ochrida. They were said to be heading for Elbasan, which lies only some 20 miles south of Tirana, the Albanian capital. If this place, too, were carried, then the Italian situation in the heart of Albania would indeed become desperate, and they might be compelled to withdraw to the coast.

But even on the coast their position was far from happy, for there they were bombed time and again by the British R.A.F. Within 36 hours, indeed, of the beginning of the war in Greece, the R.A.F. was in action against targets in Albania; and without belittling in the least the magnificent achievements of the Greek army and tiny air force, it may be asserted that the victory could hardly' have been won without the powerful support of the British war 'planes. At Valona the landing jetty was completely destroyed and Durazzo was also heavily damaged, while British bombers created havoc in Brindisi and Bari, the ports of embarkation of Italian reinforcements and supplies. These attacks, delivered

Soon the Italian Defeat Became a Rout

A general view of Koritza, the fall of which on November 22 signalized the first great victory of the Greeks over the Italians. Mountains which overlook the town gave the Greeks a dominating position above it.

Photo, Planet News

in the opening hours of the war, gave the Greeks time to mobilize, with the result that, when the Italians pressed across the frontier they found the Greeks in large numbers standing across their path. Held up on the Kalamas River the Italians flung their dive bombers at the Greeks, and the result might have been serious had not they been able to call upon the R.A.F. The British fighters soon turned the tide of battle, and for some days there was hardly an Italian 'plane to be seen. Meanwhile, far behind the front, our bombers were maintaining their offensive—on Valona and Durazzo, on Tirana and the Italian base ports.

This British aid was generously acknowledged by the Greeks. In a broadcast message

This photograph was the first received in London of Italian soldiers captured by the Greeks during their advance into Albania. Owing to their headlong retreat they were very hungry. The photograph was radioed from Athens to New York and thence to London.

Photo, Associated Press

to the Greek people and army, after the fall of Koritza, General Metaxas, after declaring the nation's "profound gratitude to the valiant Greek Army, to the heroic Air Force, and to our indomitable Navy, for the glorious pages which they have added to our history of 3,000 years," went on to express "the grateful acknowledgement of the Hellenic nation to our valiant British allies, for the wholehearted aid they have rendered to our struggle, and for all the exploits scored by their inconquerable Navy and brilliant Air Force."

And Britain, too, was proud of her ally. "We are all inspired by this feat of Greek valour against an enemy so superior in numbers and equipment," telegraphed Mr. Churchill to General Metaxas. This recalls the classic age. Ζγτω ἡ Ελλας (Zeeto hee Hellas. Long Live Greece!)

The shaded portion of this map to the right of the dotted frontier line shows the area of Greece occupied in whole or in part by the Italians in their first attack. That to the left of the frontier line shows the Greek advance into Albania up to November 24.

The first Englishman to give his life in support of Greece's fight for freedom was Sergeant John Merifield, of West Hartlepool, aged 20, who was an observer-gunner in a 'plane over Albania. A symbolic bust of him is being made by the Greek sculptor, M. Phalerias, from the same stone with which the Parthenon is built.

Photo, "Daily Mirror"

Egypt Sticks to Her Treaty with Britain

On his assumption of office Egypt's new Premier made on Nov. 21 a fresh declaration of that country's determination to abide in the most complete manner by the terms of the Anglo-Egyptian alliance. Below we tell of that alliance, and of the war that, in spite of Egypt's non-belligerency, is being waged in her Western Desert.

"EGYPT has a treaty with Britain, and she will stick to it. Tell that to the whole world, and leave nobody any illusions about it." It was Hussein Sirry Pasha speaking, Egypt's new Prime Minister, called to the helm by King Farouk following the sudden death of Hassan Pasha Sabry, who collapsed in the Chamber of Deputies at Cairo on November 14. The Premier followed this forthright declaration of policy by a reference to Britain's triumph at Taranto and powerful aid to Greece. "Nothing succeeds like success," he said, "and deeds speak more strongly than words, especially in the East."

Britain's treaty with Egypt was concluded in 1936, but since 1883, when Britain established a virtual protectorate over the country, the relations between Britain and Egypt have been peculiarly close. From 1883 to 1907 the real ruler of Egypt was Lord Cromer, though his nominal position was merely that of British Agent and Consul-General. Cromer's brilliant administration produced order out of chaos, and in particular he re-established the finances, developed agriculture, improved irrigation, and raised the standard of living of the peasants, who now, as always, make up the majority of the population. Up to 1914 Egypt was still, at least in name, a part of the Turkish dominions, but on Turkey's entry into the war a British protectorate was declared in December of that year. The Khedive was deposed and succeeded by a nominee of the British as Sultan. Following the war a strong Nationalist movement developed, and in 1922 Sultan Fuad was acknowledged as King. Then on August 26, 1936, Egypt and Britain signed a treaty of mutual alliance, and Egyptian independence was fully recognized.

By the terms of this treaty Britain withdrew the British troops from Cairo and Egypt as a whole, with the exception of the Suez Canal zone. She was also permitted to use Alexandria and Port Said as naval bases for the time being, while the Egyptian Government undertook to construct a number of roads, bridges and railways, so as to afford easy communication between the Canal zone, Cairo, Alexandria, and Mersa Matruh, on the edge of the Western Desert. The Sudan was recognized as an Anglo-Egyptian condominium (joint control of one state by two other states). Britain further undertook the defence of Egypt, while Egypt, for her part, gave an undertaking to give Britain all the help in her power in the case of war.

That help, particularly in the way of providing bases for Britain's military, naval and air effort against Italy, has been readily afforded, and on the outbreak of war Egypt at once severed diplomatic relations with Germany, and, in due course, with Italy. As yet, however, Egypt is not at war with the Axis Powers, although since September 13 an Italian army of invasion has been operating on Egyptian soil in the extreme west.

Between the Italians and their objectives—Alexandria, Cairo, the Delta, and the Suez Canal—is a large and ever-growing Imperial army, under the command of Lieut.-Gen. Henry M. Wilson. "Some months ago," Mr. Churchill told the House of Commons on November 21, "the defence of Egypt and the Canal against greatly superior numbers of the enemy looked a rather difficult and rather doubtful affair, but at the present time it gives us a measure of confidence that we should be able to give a good account of ourselves when the invading forces fall upon us—when they do fall upon us."

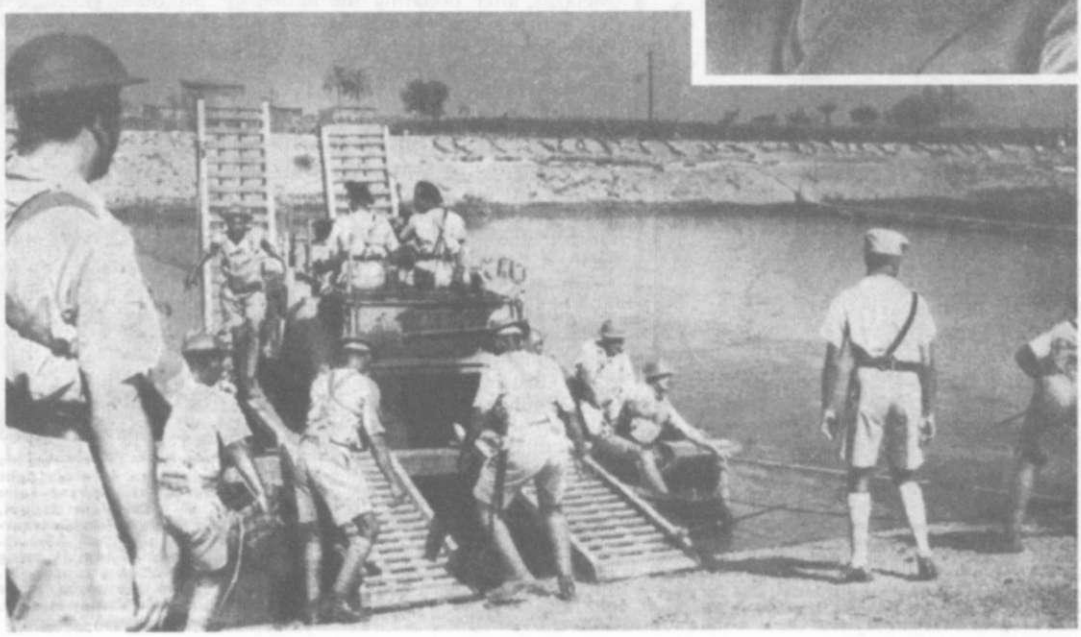
Marshal Graziani, however, does not seem to be in any hurry to cross swords with the army which stands across his path. In ten weeks the Italian line was only slightly advanced from the point reached in September, and that advance was the result not of large-scale operations but of what may be described as infiltration tactics in which little units of two or three guns and a tank, supported by a few lorry loads of infantry, have been principally engaged. Even so, the farthest Italian outpost is still only Maktila, 15 miles along the coast to the east of Sidi Barrani. Some 12 miles to the south there is another group of camps, making, with Sidi Barrani and Maktila, a fortified triangle. Then separated by a gap of 18 or 20 miles is another Italian outpost grouped around Bir Sofafi.

Meanwhile, as Graziani has not yet ventured his main attack, the British in Egypt are doing all they can to defeat the Italians in Greece. "We are sending every 'plane, gun and bullet we can spare," declared British G.H.Q. at Cairo on November 21; it is fully realized that time is short, and it may not be long before the Axis tide sets in against the Greeks, although they have staggered military opinion already with their successes.

But, all the same, a close watch is being kept on Graziani and his army in the Western Desert, for it is on Egyptian soil that Greece's fate, and probably the British Empire's, too, will ultimately be decided.

Hussein Sirry Pasha, Egypt's new Prime Minister, left, succeeded Hassan Sabry, whose death occurred on November 14. In referring to relations between his country and Great Britain, the new Prime Minister said, "Our cooperation is most close and cordial."

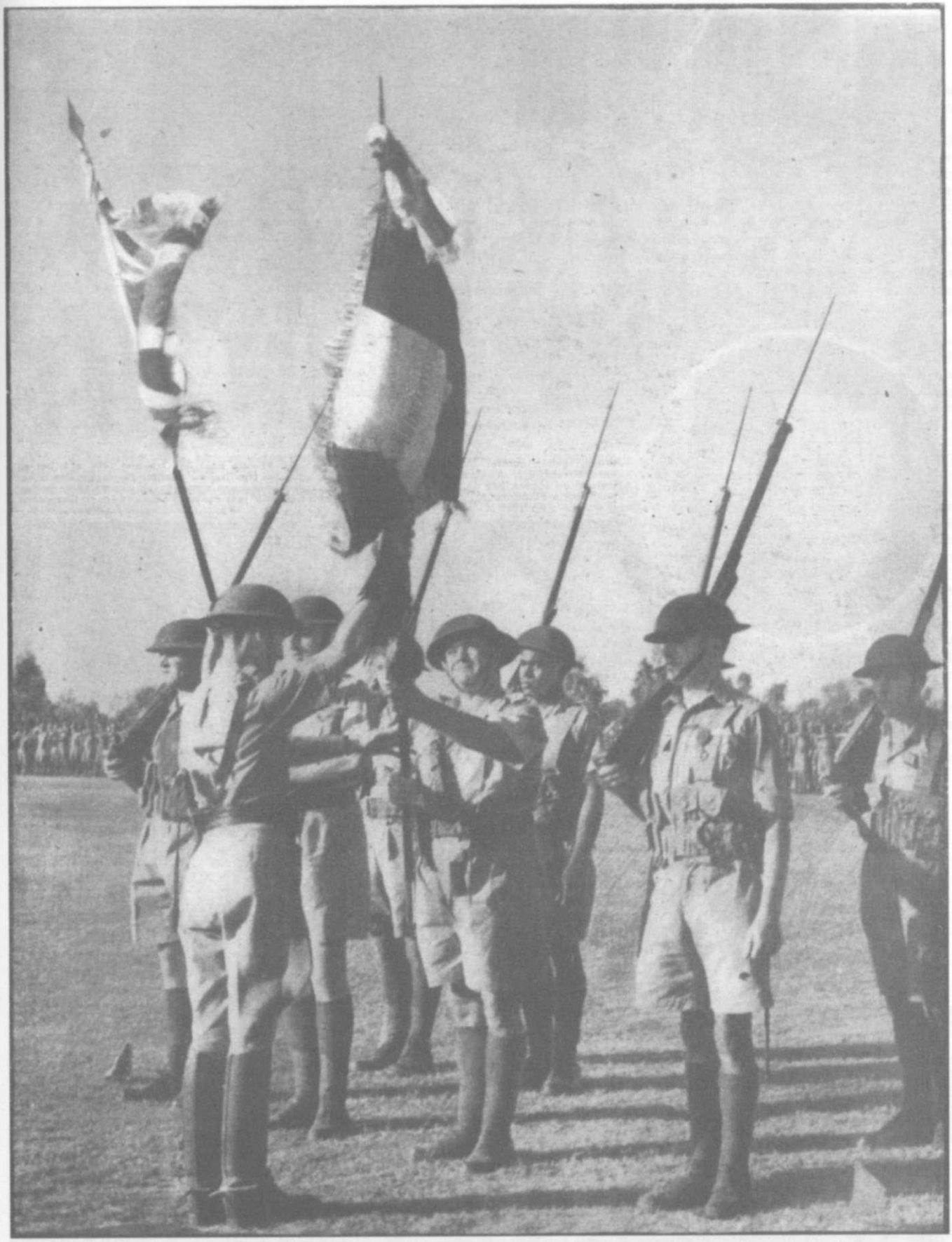
Photo, Universal Picture Press



Egypt has an efficient if not very large modern army. Here we see an armoured car of a motorized unit being ferried across a river during exercises. Before the war the strength of the army was some 25,000 men.

Photo, Keystone

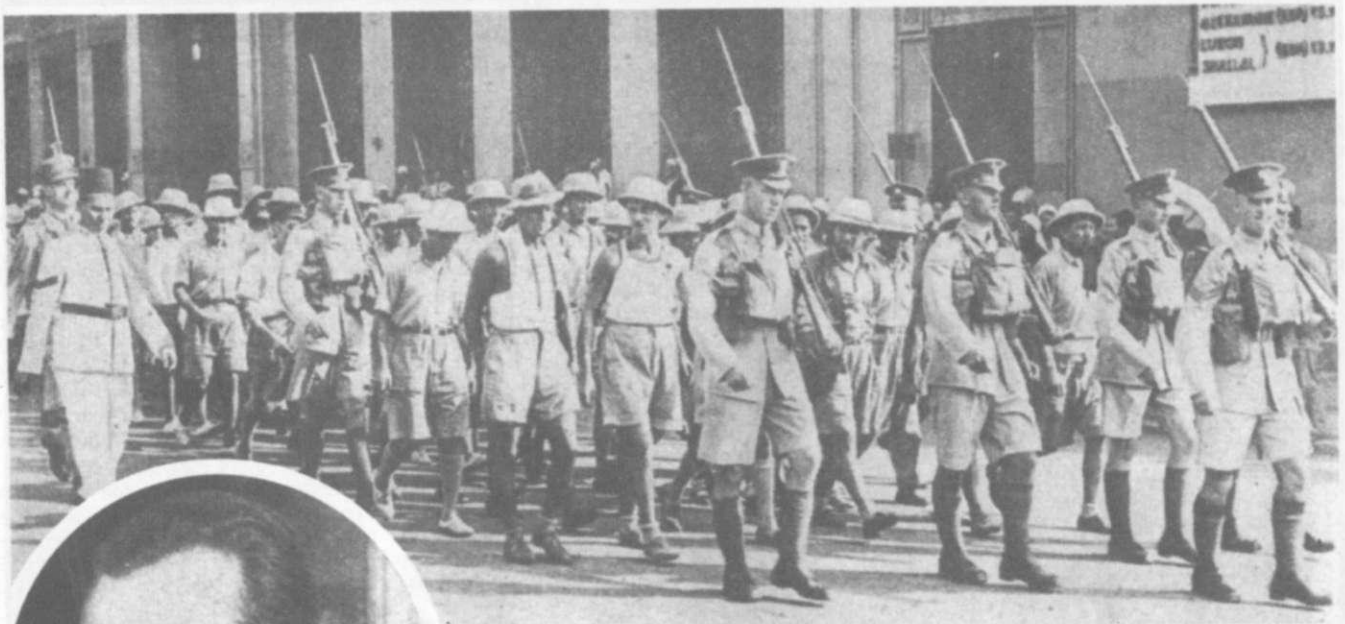
Free France Has Its Standard in Egypt



The first French unit to fight for a Free France in the Middle East has been formed from a contingent of the French Colonial Infantry who, at the time of the collapse of their country, decided to join General de Gaulle's forces. This nucleus has been greatly increased by members of other units. The flag of Free France, the Tricolour, is seen beside the Union Jack at a ceremony at Ismailia when the French flag was presented to standard-bearers of the Free French Orient Legion.

Photo, Keystone

Enemies but Companions in Misfortune



Above, Italian soldiers captured by the British in the Middle East in October 1940 are being marched through the streets of Cairo. Circle, one of the Italian airmen brought down in England on November 11, 1940. The British prisoners below are awaiting an escort after being captured in Flanders last summer; the photograph has only just reached England from Germany by way of a neutral country.

Photos, Keystone, Topical and E.N.A.

'San Demetrio' was Worthy of the 'Jervis Bay'

One of the 33 ships in the convoy that was attacked in mid-Atlantic on November 5 by a German surface raider and which owed their preservation to the sacrifice of their escort, H.M.S. "Jervis Bay" (see page 567), was the tanker, "San Demetrio." Below we give the story of her escape—in itself a thrilling deed of daring on the high seas.

Soon after they sighted a German raider, about 4.30 on the afternoon of November 5, the "San Demetrio" and the 37 other ships forming the convoy received the signal to scatter from their escort. When the men of the "San Demetrio" saw the "Jervis Bay" for the last time she was "standing up to the enemy like a hen standing up to a great tom-cat, while her brood of chickens made off." They saw the gallant ship turn first to port and then to starboard, so as to bring her broadsides to bear on her gigantic adversary. They saw her steering straight for the raider and holding her fire, while the merchantmen in her charge slipped away under cover of smoke in the gathering dusk.

The "San Demetrio" sheered off, but blazed away with her guns at the German warship until shells started to fall around her and she was badly hit. She caught fire, and the order was given to abandon ship. Having taken to the boats, her crew dropped astern, and ten minutes later they saw her start to blaze. As the shells whined over the boats the men pulled away.

That night they saw four burning ships—one of them the "Jervis Bay"—and a great flare in the sky which they took to be a magazine explodjng. Every now and again star shells burst as the raider continued its hunt for other of the convoy's ships.

In one of the boats were 16 officers and men, among them an American seaman and a seaman from the Shetland Islands. The weather had been fine, but by midnight a full gale was blowing. They lay to a sea anchor, keeping the boat's head up to it with the oars. The Shetland Islander sat at the tiller; the Second Officer said "he knew all about small boats." By dawn great seas were running. They sighted a "Swede," which may have been the ship that so gallantly turned back and picked up survivors of the "Jervis Bay" (see page 583), but they could not reach her, nor did she see the boat—at one moment buried in the trough of the sea, and at the next running on its crest.

At midday they sighted a tanker to leeward, and at 5 p.m. they got alongside. It was their own ship—the "San Demetrio"! She was still burning and gasolene lay on the water all round her, so they decided not to board that night, and pulled ahead, hoping to drift with her through the night.

What was their disgust when, at daybreak, she was not in sight! But the weather had moderated, and it was now possible to get a sail up. Then, by one of those extraordinary chances of the sea, they fell in with the "San Demetrio" again. Though she was still blazing, the men decided that it was better to board her than to freeze to death in the lifeboats, so they got aboard.

She was white-hot amidships, her bridge and accommodation were gutted. There was a fierce fire still burning aft, and she was down by the bows. Down below the engineers set about getting steam on the pumps in an engine-room flooded to the floor plates, while on deck the remaining hands fought the fire with buckets and fire extinguishers, chipping off the burning cork insulation. There was gasolene washing over the decks, and every time she pitched more gasolene gushed up through the shell splinter holes.

By 5.30 p.m. the Chief Engineer had 80 lb. steam pressure and the hoses could be used instead of buckets. By daybreak next day all the fires were out and most of the rents in the decks and upper works were plugged.

Practically all the food had been destroyed, but they found a joint of beef and four cases of eggs already cooked by the flames—both quite good when the outside was chipped off. The Chief Engineer cooked potatoes and onions by steam, and there was plenty of tinned butter.

The main difficulty, when once the engines had been got going and she had been brought to an even keel, was the compass, which had been shot from the binnacle and, though replaced, behaved in a peculiar manner. The bridge, indeed, was gone; there were no charts but only a 6d. atlas, and only four spokes were left on the steering-wheel. That night, when steering north by compass, they found the Pole Star dead astern, so after that they gave the compass up and sailed by a mixture of stars and weather. The American sailor cheered everyone up by saying, "we are bound to hit something sometime between Narvik and Gibraltar."

Eight days after the raider's attack the "San Demetrio" made a landfall. She had no signalling flags; they had all been burnt. The only flag she had left was her Red Ensign, and that had been flying throughout her voyage—a symbol of the Merchant Navy's courage and determination.

Then to the intense satisfaction of her Chief Engineer she was able to discharge her cargo through her own pipes with her own pumps, and, furthermore, it was 11,000 tons out of the 11,200 with which she sailed.

The "San Demetrio," 8,073 tons, is a sister ship of the "San Alberto," torpedoed in December, 1939 (see Vol. I, page 603). The helmsman of the "San Demetrio" (top left), who, despite the wheel being broken, steered the ship to safety. Second Officer Hawkins (below left) brought the tanker—"by guess and by God," as he phrased it—through her hazardous course to a British West Coast port. The ship's bridge is seen below. *Photos, J. Hall and "Daily Express"*

'Wrens' on Duty with the Fleet Air Arm

Standing on the wing of a 'plane, a Wren messenger of the Women's Royal Naval Service (right) is seen carefully delivering a last order to the pilot just as he is about to take off.

These two Wrens (below) are watching with evident interest, from the signalling tower at a western Fleet Air Arm Depot a naval patrol making its way out to sea.

There are few jobs that these women are not capable of tackling. A Wren is seen, above, cleaning the barrel of a machine-gun. Below, a group is being instructed by an Air Arm man in the correct method of packing a parachute.

Photos, Central Press, Keystone

THE Women's Royal Naval Service, known popularly as the Wrens, is one of the branches of the women's war activity that was originally organized during the last war, in 1917. Its purpose was, and is, to release from routine and clerical duties men who could be better employed in duties for which their naval training and technical knowledge made them most suitable. The Wrens do general work as messengers, cooks, waitresses and cleaners, while some of them are in charge of stores, equipment and accounts. In this war many Wrens have also been employed with the Fleet Air Arm, and some have been trained to pack parachutes. They have proved themselves apt in learning the exact way in which the work should be done, and in performing it with perfect accuracy.

American 'Planes for Britain's Air Force

Here we have an account by Mr. Grenville Manton of some of the latest types of bombers and fighters which are being produced in the U.S.A. to the order of the British Government, and soon to be added to the ever-mounting strength of the R.A.F.

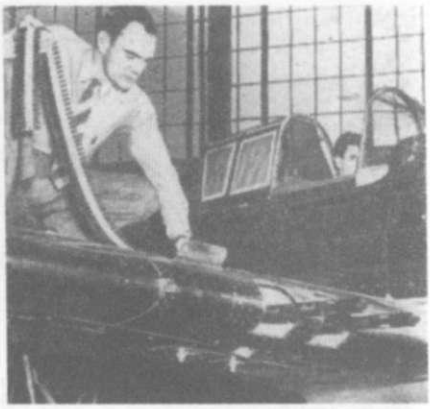
AFTER months of unremitting combat the R.A.F. is stronger, more formidable, and better equipped than ever before. While the Luftwaffe has been losing thousands of machines and men, Britain has been making good her own losses, and today is building up a gigantic air power which, as time passes, will far exceed anything the enemy possesses or has possessed.

In the immense task of amassing a great fleet of fighters and bombers she is securing vital aid from the United States. American aircraft are being shipped to England in ever-growing numbers. Piloted by British airmen, some have been flown across the Atlantic on non-stop delivery flights. In the coming months the flow will widen and expand, as President Roosevelt's fifty-fifty plan by which we are to receive half the output of American aircraft factories is geared up.

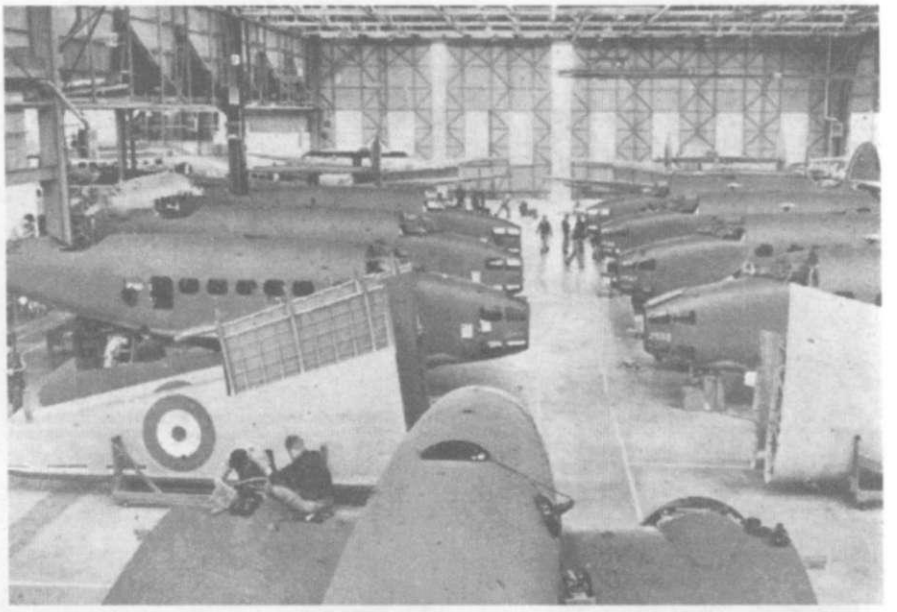
For years the aircraft industry in the United States has shown itself to be one of the most progressive in the world. Research, experiment and development in that great country have given the world of aviation new mechanical features and devices. The metal variable-pitch propeller was first evolved and brought to practical form in the U.S.A. So was the retractable undercarriage. The automatic pilot is an American invention, and much of the progress made in radio equipment and blind-flying instruments in recent years is due to the ingenuity and patience of engineers, pilots and scientists associated with aviation on the other side of the Atlantic.

For a long time American commercial aircraft—giant flying boats and big high-speed air-liners—have been in the front rank. All these things show clearly that in the United States aeroplane manufacturers thoroughly understand their work. Their machines have been employed all over the world, and since the beginning of the war American aircraft have been used against the enemy.

One American type with which people in England have been long familiar is the Lockheed Hudson. This fine reconnaissance-bomber machine has been used in large numbers by the Coastal Command, mainly on work over the North Sea, and it has been in many combats with the Luftwaffe. It is powered with two Wright Cyclone radial engines which give together a total of 1,700 h.p. at 6,000 feet. The Hudson was not designed in the first place as a military aircraft.



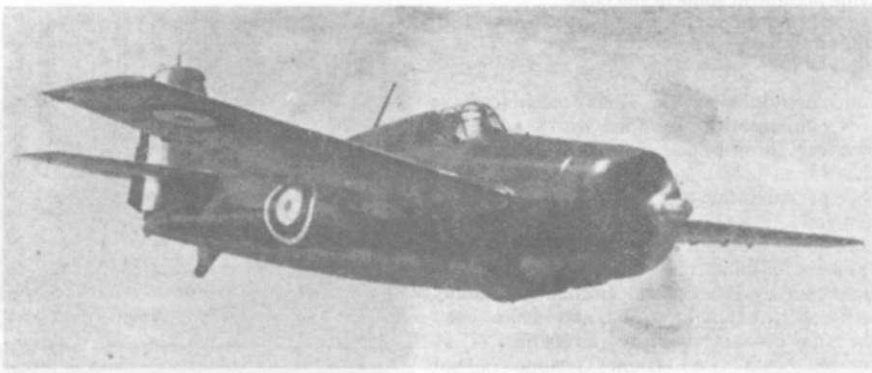
Here is an inspector checking over the ammunition belt of one of the machine-guns in the wing of a Curtiss P.-40 multi-gun fighter.



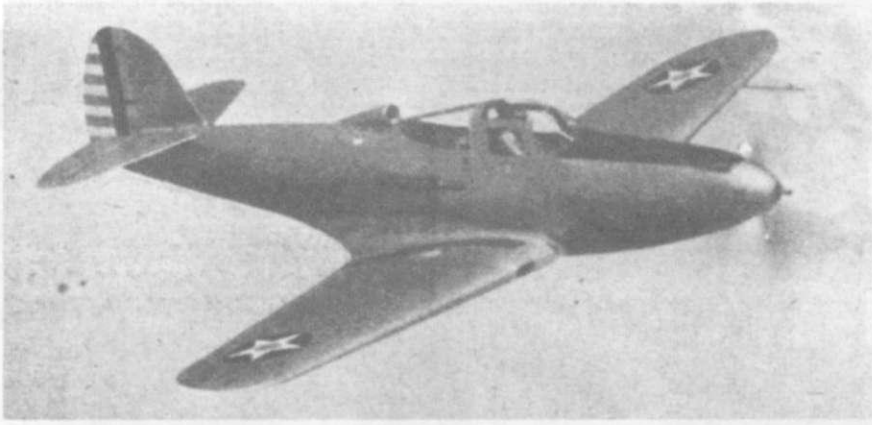
The Lockheed Company, famous as the makers of some of America's finest aircraft, is working at top speed to produce a great number of bombers for the R.A.F. Top is a scene in one of the Lockheed assembly-shops with fuselages undergoing completion. Scenes such as the one shown in the lower photo, taken at Mitchel Field, New York, are an everyday occurrence, when batches of new aeroplanes destined for the R.A.F. stand ready for delivery.

Photos, Fox, Wide World and Planet News

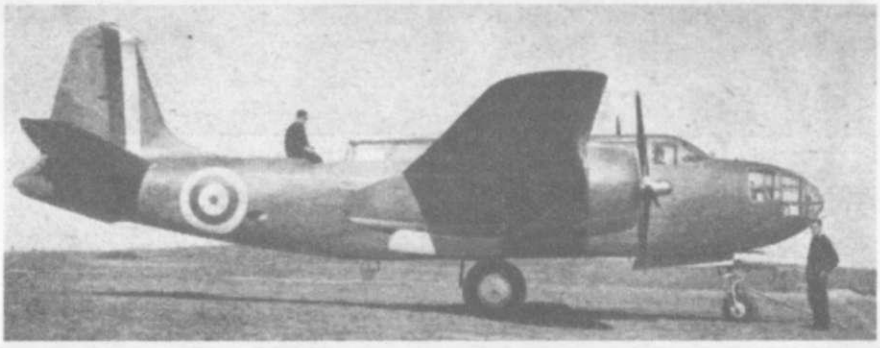
Many Models of Magnificent Performance



This American Grumman single-seater is now being used by the R.A.F., as well as the U.S. Navy. It is a mid-wing monoplane powered with a 1,050 h.p. Pratt and Whitney Twin Wasp radial engine, and, in addition to machine-guns mounted in the wings, it has others fitted on top of the fuselage and firing through the arc of the airscrew.



One of the most interesting fighters produced in the United States is the Bell Airacobra shown above. Its most striking feature is the position of the engine behind the pilot. Numbers of these interceptors are to be used by R.A.F. fighter squadrons.



A magnificent twin-motored bomber is the Douglas Boston (known as the DB-7 in the United States), and it is already in the service of the R.A.F. With a crew of three it can touch 330 m.p.h., and has a long range. Germany will feel the power of these machines in the very near future.

Typically American is the design of this pugnacious-looking fighter, the Brewster Buffalo. It is being inspected by H.R.H. the Duke of Kent in this photograph. Its performance is a close secret.

Photos, Wide World; British Official: Crown Copyright

It is a development of the Lockhead 14 " Super Electra " air liner, and the fact that it performs so well under the arduous conditions of air warfare shows how well its conversion from commercial to military requirements has been made. For more than a year this ex-transport 'plane has shown its mettle, flying in all weathers, bombing Nazi bases, spotting U-boats, and often fighting its way homewards against tremendous odds.

But soon the Hudson, after valiant service, is to be replaced by other American machines of higher speed and better all-round performance. One of these is the Douglas DB-7, known in the R.A.F. as the Boston. This is a monoplane with a span of 61 feet and two Pratt and Whitney Twin Wasp engines which develop 1,200 h.p. each. An unusual feature of this aircraft, which is equipped for dive-bombing as well as precision bombing, is the tricycle undercarriage. It has exceptionally clean lines and is capable of a maximum speed of 320 m.p.h., a cruising speed of 280 m.p.h., and a range of about 1,200 miles. Armament consists of four fixed machine-guns mounted in the nose of the fuselage, and there is another gun on a movable mounting in a position behind the wing.

The U.S. Army Air Corps has been equipped for some years with ultra-large bombers to meet the specific requirements of America, and this has resulted in various types of four-engined long-range machines reaching a high state of development. The biggest of these is the Consolidated B-24. It has four 1,200 h.p. Pratt and Whitney Twin Wasp engines, and is credited with a top speed of well over 300 m.p.h. A hundred and twenty B-24s have been ordered by the British Government for the R.A.F. The Boeing " Flying Fortress " is another four-engined bomber which will probably be in the service of the R.A.F. in the near future.

There has been some controversy concerning the wisdom of using such large aircraft in this war, the argument on the one hand being that machines of this size would be too vulnerable when opposed by fighters or anti-aircraft fire. But there is another view, and that is that the big bomber with its huge load-carrying capacity, its great range and ability to fly in the sub-stratosphere where it would be difficult to locate and attack, would be a very powerful and efficient military machine. We shall have to wait until they have been in action before this or the other theory is proved.

There is another American bomber which must be mentioned: the Martin 167-A3. It was originally ordered by the French, and some of them saw service in France in the early days of the conflict. Powered with two Twin Wasp engines, it can carry 1,250 lb. of bombs, and has a maximum range of 2,470 miles. Its top speed is 316 m.p.h. and it cruises at 248 m.p.h. The Martin was not designed solely as a bomber, but is intended as a multi-seat fighter, as a reconnaissance machine, and also for low-flying attacks on ground forces. It is fairly well armed, and in spite of its size—its span is 61 feet—it has good powers of manoeuvre. But its most suitable role is that of bomber.

Several months ago much publicity was given to the fact that 90 dive-bombers in the service of the U.S. Navy were being transferred to Britain. These machines are

They Will Help to Put the R.A.F. on Top

Curtiss 77 SBC-4 Helldivers. They are powered with Wright Cyclone 1,200 h.p. engines and are single-bay wire-braced biplanes. They are regarded in America as obsolete, but they have no mean performance and will be useful in reinforcing still further the R.A.F.

In the fighter class great efforts are being made by U.S. manufacturers to evolve machines of the very highest performance. Hitherto they have favoured the comparatively small monoplane powered with a big air-cooled radial engine, and some very fine machines of this style have been produced. The Curtiss Hawk 75-A, which was supplied to l'Armée de l'Air and which has also been used in England to some extent, is a good example. It has a 900 h.p. Wasp engine, is very manoeuvrable, and has a speed in the region of 320 m.p.h. Another radial-engined fighter which is being supplied to our air arm is the Brewster Buffalo (800 h.p. Wright Cyclone). In appearance the Buffalo is very unusual, with its heavily-cowled engine and tubby, round fuselage.

One other American fighter, which is being supplied to the Fleet Air Arm for service with aircraft carriers, is the Grumman G-36 four-gun machine. It has a 1,050 h.p. motor, which gives it a speed of 330 m.p.h.

Well in advance of these radial-engined fighters in all-round performance is the Curtiss P-40, a 37-foot-span low-wing monoplane which in general appearance closely resembles the redoubtable Hawker Hurricane. It is powered with an Allison 1,250 h.p. liquid-cooled engine, the only aero motor of this type at present manufactured in the U.S.A. Performance figures of this fine aeroplane, which is being turned out at the rate of three every day for the R.A.F., cannot yet be divulged. But it can be taken for granted that in maximum speed and rate of climb it is as good as any fighter which has so far been on active service.

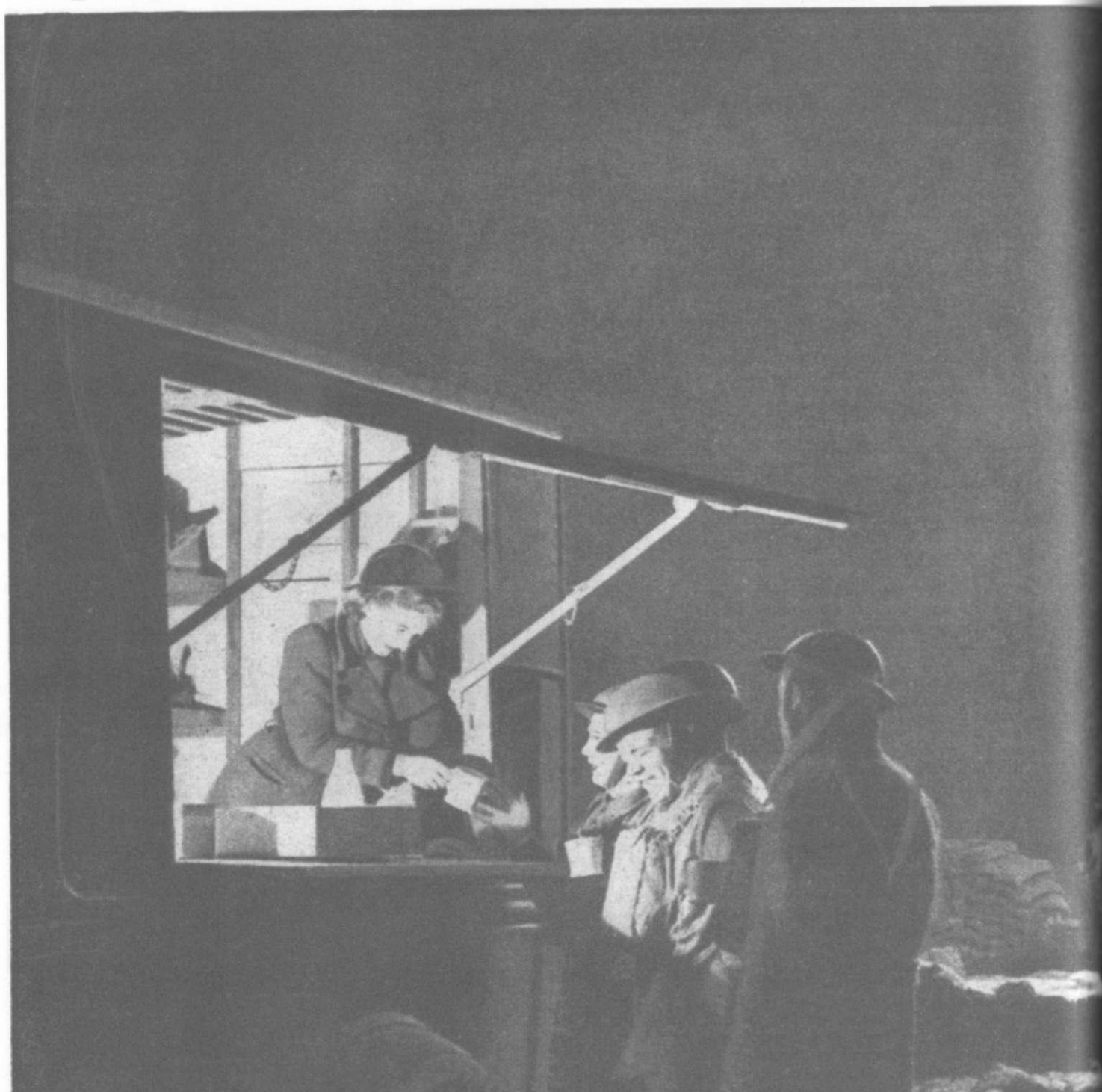
Two more types of fighters, which are produced by leading aircraft constructors in the U.S.A., will form the equipment of some of our squadrons before long. Each is of revolutionary design. One is the Bell Airacobra, an Allison-engined, 34-feet cantilever monoplane in which the outstanding feature is the location of the power unit in the fuselage behind the pilot. A shaft of special design drives the tractor airscrew. A tricycle undercarriage which is retractable is another unusual feature of this aircraft, for which a top speed of over 400 m.p.h. is claimed. Details as to its armament have not been released, but it is reputed to have four ·303 machine-guns and also a 37 mm. cannon. The other new fighter which will ultimately be delivered to England in large numbers is the Lockheed P-38. It has two Allison engines, a tricycle undercarriage, and is heavily armed. It can attain a speed of 404 m.p.h., and is one of the most advanced machines so far produced.

As in England, the call for more and more aircraft is being answered in America by a stupendous effort, and the joint demands of both countries are resulting in a close co-operation between the American and British aeroplane industries. Each will help the other in the drive forward in output, technical development and other factors which are vital in Democracy's fight for freedom.

Looking very like our wonderful Hawker Hurricanes, these Curtiss P-40 fighters are amongst the latest machines which are now being built in the U.S.A. in quantities. With British aeroplanes these fine American fighters will soon play their part in grappling with the Luftwaffe.

Photo, Fox

No Glittering Lamps of Piccadilly but the Flame of Guns Are

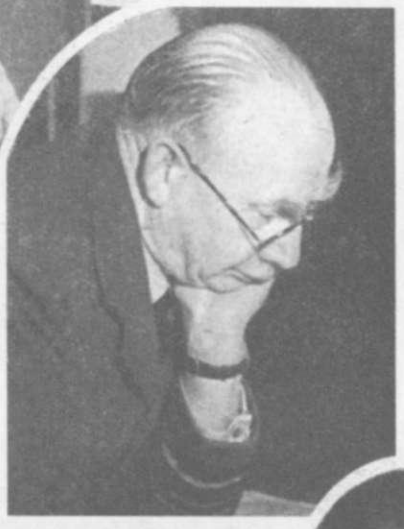


Chiefs of the Air Commands in Britain

Air Marshal Sir Arthur Barratt

Air Marshal Sir Arthur Barratt takes up a new post in charge of the Army Cooperation Command. His experience of Army co-operation dates from 1914, when he went to France with No. 3 Squadron, and throughout the war was engaged in flying duties closely connected with the Army. At the outbreak of the present war he was C.-in-C. of the British Air Forces in France.

Photo, Lafayette



Air Marshal Sir Richard Peirse

The new Chief of the Bomber Command, Air Marshal Sir Richard Peirse (above), had been Deputy Chief of the Air Staff, Air Ministry, since 1937. He has attained to his present post at the early age of forty-eight. He served throughout the last war, when he won the D.S.O., and he was made a K.C.B. in the Birthday Honours list of 1940. He has also the Air Force Cross. From 1930 to 1933 he was Deputy Director of Operations and Intelligence at the Air Ministry, and from 1933 to 1936 he was Air Officer Commanding the Forces in Palestine and Transjordan.

Photo, P.N.A.

Air Marshal Sir Charles Portal

Sir Charles Portal (above) succeeds Sir Cyril Newall as Chief of the Air Staff. He joined the Army as a dispatch rider and at the age of 25 was promoted Colonel. He was awarded the D.S.O. and bar and the M.C. He won distinction as a fearless airman, and after the war joined the R.A.F. with a permanent commission. He commanded the British Forces at Aden from 1934 to 1935, and in 1936 was appointed instructor at the Imperial Defence College. He was Director of Air Organization, Air Ministry, in 1937-8. In March 1940 he was appointed C.-in-C. of the Bomber Command.

Photo, Planet News

Air Marshal W. Sholto Douglas

At the outbreak of the last war Air Vice-Marshal Douglas, now Air Officer C.-in-C. Fighter Command and temporary Air Marshal, was a 2nd Lieut. in the R.F.A., but in January 1915 he joined the R.F.C. in France and between 1917 and 1918 commanded Nos. 43 and 84 Fighter Squadrons, being awarded the M.C. and D.F.C.

Photo, British Official: Crown Copyright

Air Marshal Sir Frederick Bowhill

Sir Frederick Bowhill (left centre), who retains his post as C.-in-C. the Coastal Command, began his career in the Merchant Service, but in 1913 entered the Navy. In the last war he served with the R.F.C. (Naval Wing), the R.N.A.S., and the R.A.F., being awarded the C.M.G. and D.S.O. He has held several important staff appointments, the last before his present post being Air Member for Personnel on the Air Council.

Photo, Topical

Air Vice-Marshal E. L. Gossage

Air Vice-Marshal E.L. Gossage (right centre), who succeeds Air Vice-Marshal Boyd in the Balloon Command, was commissioned in the R.F.A. in 1912 and was seconded for service with the R.F.C. in 1915, and after the war was granted a permanent commission in the R.A.F. He was Air Attaché at the British Embassy, Berlin, 1930-31 and Senior Air Staff Officer Air Defence of Great Britain 1931-34. His previous appointment was that of Air Officer Commanding No. 11 Group.

Photo, Wide World

'Coventrated' Is What the Nazis Called It

Gloating over the death and destruction wrought at Coventry by their aimless bombing, the Nazis invented a word for this perversion of aerial warfare. Historians of the future will point to the contrast presented by the work of the R.A.F. Bomber Command, here referred to, whose precise and effective attacks on military objectives are the marvel of military experts.

On Tuesday night (Nov. 19-20) the Nazis made a very heavy bombing attack on a Midland town, which they said was Birmingham. For hours it was subjected to a hail of bombs of all sorts, and firemen were gunned at their work by low-flying raiders. The German communiqué said that 450 tons of bombs had been dropped. Five of the raiders were shot down. Next night there came another devastating attack on a town in the East Midlands, lasting nine hours. In these raids, as in the one made on Coventry the week before, working-class districts seemed to have been deliberately selected for destruction.

From 7 p.m. on Friday until near six next morning a town in the West Midlands felt the force of another of the intensive Nazi raids. An art gallery, municipal buildings, churches, schools and shops were damaged. Elsewhere attacks were made on Merseyside, and bombs were dropped also in the London area.

In describing Tuesday's attack the Nazis used a word—"coventrated"—which they said they had coined to denote mass air attacks such as the one of Nov. 14 on Coventry. On Nov. 20 there took place at Coventry the mass burial, in four long trench graves, of 172 victims of the raid. An American observer described the line of dry-eyed, grim-faced mourners which filed past; he said that Coventry now knew the meaning of "totalkrieg" and "blitzkrieg," and had taken a tacit vow to crush those who coined these words. Not only Coventry but the whole Empire will remember, too, the perverted and inhuman act of the enemy who, from the symbol of Coventry's suffering, manufactured a term to describe his foul murder of civilians.

On account of the apparent impunity with which the Nazi night bombers were able to operate over places in the Midlands or elsewhere, there were a good many criticisms of our defence measures, and people wanted to know why more of the enemy aircraft were not destroyed, since they flew low and remained for a long while over the area. A group of Midland M.P.s decided to make the strongest possible recommendations to Mr. Churchill that the defences of Birmingham and other big industrial towns should be the immediate and urgent concern of the Government. Partly to blame for the prevalent discontent was the over-optimism of recent official statements about night-defence methods said to be under trial. It is clear that the enemy has not yet solved this problem for himself, or the R.A.F.—despite its courage, skill, and enterprise—would not be able to carry out so scathelessly the remarkable counter-bombing attacks that are made night after night upon German objectives.

An outstanding example was the bombing, on the night of Nov. 19-20, of the gigantic Skoda works at Pilsen, in Bohemia. This trip—1,400 miles there and back—was made in very bad weather, though over the objective itself there was a moonlit and cloudless sky. The inland port of Duisburg-Ruhrort has figured again and again in Air Ministry communiques. It is the largest river port in the world, linking the Rhine with the Ruhr, and has four railway stations. Here comes the coal from the Ruhr, and here

AIRCRAFT LOSSES OVER BRITAIN

German to April 30, 1940

Total announced and estimated—West Front, North Sea, Britain, Scandinavia 350

	German	Italian	British
May	1,990	—	258
June	276	—	177
July	245	—	115
Aug.	1,110	—	310
Sept.	1,114	—	311
Oct.	241	—	119
Nov. 1-25	197	20	40
Totals, May to Nov. 25	5,173	20	1,330

Daily Results for November (1-25)

Nov.	German Losses	Italian Losses	British Losses	British Pilots Saved
1 ...	18	—	7	2
2 ...	10	—	—	—
3 ...	1	—	1	—
4 ...	—	—	—	—
5 ...	7	—	5	2
6 ...	6	—	4	1
7 ...	8	—	5	5
8 ...	22	—	6	3
9 ...	7	—	—	—
10 ...	—	—	—	—
11 ...	31	13	2	—
12 ...	1	—	—	—
13 ...	6	—	—	—
14 ...	19	—	2	2
15 ...	20	—	2	1
16 ...	5	—	—	—
17 ...	14	—	5	4
18 ...	3	—	—	—
19 ...	5	—	—	—
20 ...	—	—	—	—
21 ...	1	—	1	—
22 ...	2	—	—	—
23 ...	4	7	—	—
24 ...	3	—	—	—
25 ...	4	—	—	—
Totals	197	20	40	20

None of the figures includes aircraft bombed on the ground or so damaged as to be unlikely to reach home.

From the beginning of the war up to Nov. 25, 2,961 enemy aircraft have been destroyed during raids on Britain. R.A.F. losses were 825, but the pilots of 413 British machines were saved.

Mr. Churchill on Nov. 5 gave weekly average of killed and seriously wounded civilians for September as 4,500; for October, 3,500. In first week of intense bombardment in September, 6,000 casualties; in the last week of October, 2,000 casualties.

Four long rows of trenches received 172 coffins of the Coventry victims—persons who were killed by Nazi bombs on November 15. As far as possible each coffin bore the name of the deceased. A memorial will eventually be erected over the grave. *Photo, Planet News*

Night Bombers Still Manage To Get Through

hundreds of barges unload oil, grain and iron. On Wednesday night (Nov. 20-21) Duisburg-Ruhrort was selected by the Bomber Command for a large-scale attack. Our medium bombers were over the target soon after 11 p.m. and kept up the attack for many hours. Soon after midnight the R.A.F. heavy bombers came along, and pilots reported 34 bursts on the objective, besides fires too numerous to count. Not until 5 a.m. on Thursday did the attacks cease.

By shooting down seven out of twenty Italian C R 42s off Dover on Saturday afternoon a Spitfire squadron brought its bag of enemy aircraft to well over a hundred. Though by flying high the Italians tried to elude our fighters, the Spitfires attacked them from above and beneath and routed them in a short time. Four German Me 109s were also destroyed on this day. Nazi fighter-bombers made three attempts to penetrate inland, and in one attack a fierce combat took place over a London park. Pursued by fighters and harassed by gunfire from the ground, the raiders dropped bombs promiscuously and demolished shops and houses.

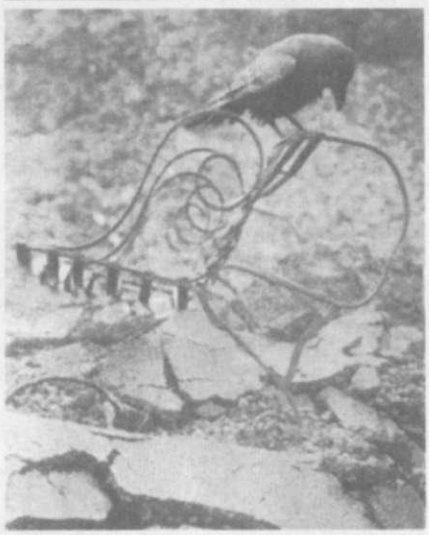
The main enemy attack on Saturday night was directed against a South-coast town where, besides the usual bombing of churches, cinemas, schools and large stores, much damage was done to working-class dwellings.

Three German aircraft were destroyed during Sunday—a Dornier 215 brought down in the Channel, in swift punishment for gunning a West of England aerodrome; a Junkers 88 near Cheltenham; and a Messerschmitt 109 off the South-east coast. On Sunday night a hundred bombers attacked a West of England town, which the Germans claimed was Bristol.

In the Graeco-Italian theatre of war the aid given by our R.A.F. is beginning to tell, and the brave defenders are no longer obliged to remain immobile under the dive-bombing attacks of the Italian assault 'planes. A fighter unit of the R.A.F. which arrived on Nov. 18 moved to its operational base next morning, and in the afternoon destroyed eight Italian biplanes and one monoplane fighter; two others were shot down, but our pilots were unable to confirm destruction. We suffered no losses. The Italians were escorting a score of bombers carrying out low-level attacks when our men came upon them. In one combat the enemy went spinning down as if out of control, then straightened out and attacked a British fighter whose previous encounter had taken him down to 200 feet; the Britisher dived to 50 feet, and fired a burst that caused the enemy to crash in flames.

In an air battle over Eastern Libya on Nov. 20 15 of our fighters tackled sixty Italian C R 42s; seven of the Italians were destroyed and three more were shot down, the pursuit in some cases being taken down to within 200 feet of the ground.

The Diocesan flag, top right, flutters challengingly before the shattered porch of this church in south-east England. A curiously Oriental effect was obtained as a result of the bombing of a shopping arcade, above, in a Midland town. *Photos, James Topham and Associated Press*

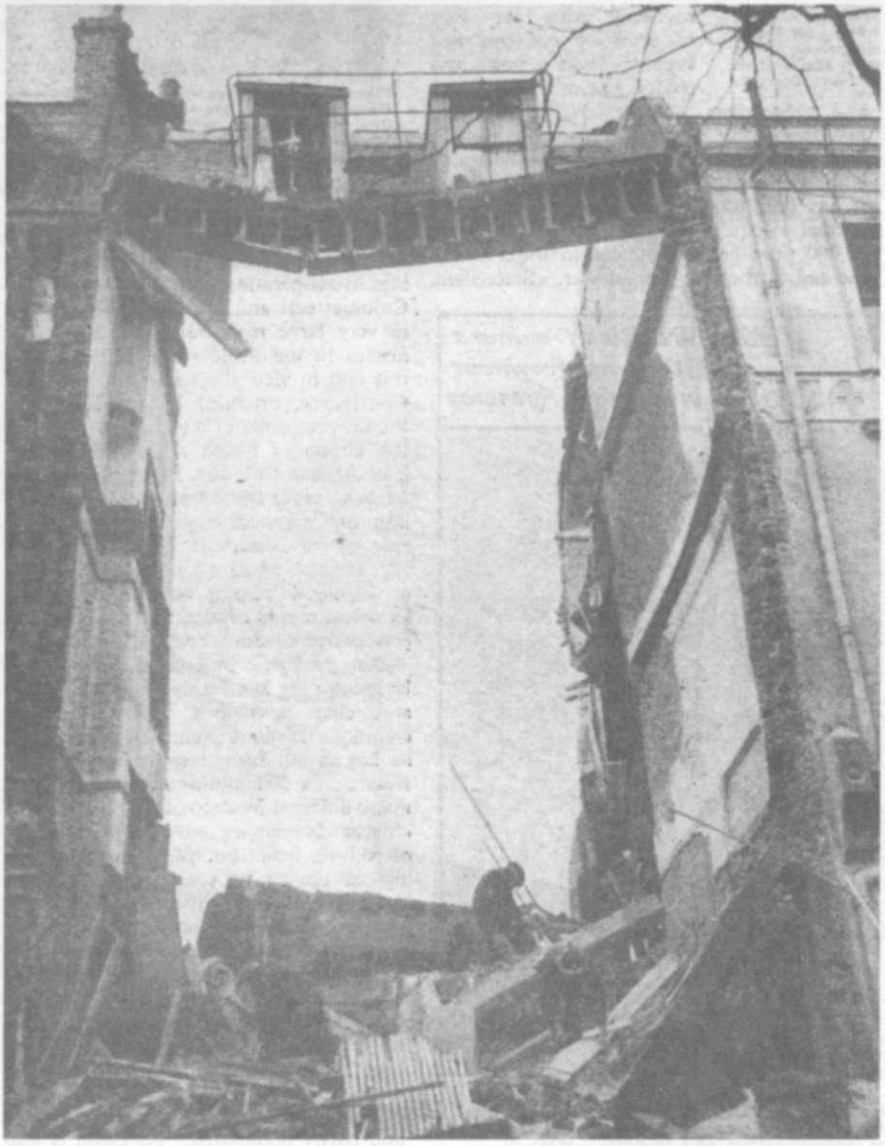


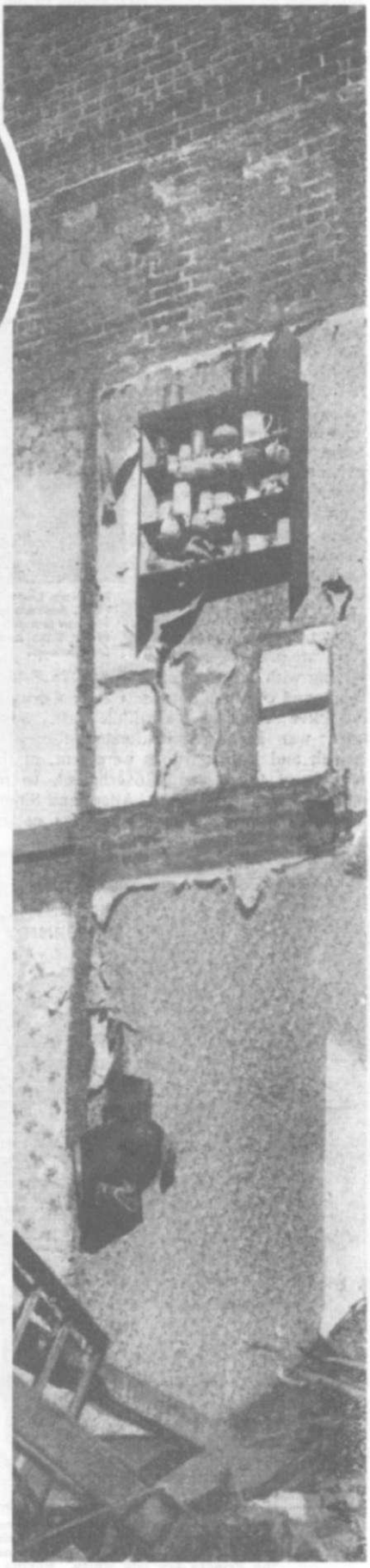
Jack and Jill, the famous ravens at the London Zoo, have been bombed out of their home, Jill has not yet been traced, and here is Jack looking very disconsolate. *Photo, Planet News*

British airmen invariably carry a "memento" in the form of a brick when they bomb Germany. The tail gunner of a Whitley Bomber Squadron displays his missile before setting out over enemy territory. *Photo, Fox*

Strange Things Happen When Bombs Fall!

Sometimes the seemingly impossible happens when bombs fall, and here in this page we illustrate strange examples of the effects of H.E. and blast. A motor-car is given a lift; crockery and a top floor have an astounding escape; while the figure at the base of the Lord Clyde statue in Waterloo Place, London, has only a broken nose.





Photos, "Daily Mirror"

India's Contribution to Our War Effort

In a debate in the House of Commons on Nov. 20, Mr. Leopold Amery, Secretary of State for India, gave an impressive picture of India's war effort. Some of the facts and figures he quoted are given below, followed by some account of the political conditions which prevent that effort from being even more powerful.

In the war of 1914-1918 India put something like 1,500,000 trained men into the field; she could do so again if so many men were needed and steps were taken to equip them.

In peacetime the army in India consisted of some 160,000 men of the Indian Army and some 50,000 troops of the British Army. Since the war began the Indian Army has been rapidly expanded until today it numbers some 500,000 men of all arms, trained, equipped and mechanized on a modern scale. There is no scarcity of willing recruits, for in India there is an abundance of splendid military material—for instance, the Gurkha fighting men of Nepal, and the forces of the ruling princes of India, with their great martial traditions and long record of loyalty to the Imperial Crown. Some thirty of these "private armies" are now serving with His Majesty's forces in British India, and one, the Bikaner Camel Corps, is on active service in the Middle East. Soon after war began expeditionary forces of British and Indian troops were sent, at the request of the British Government, to reinforce garrisons in Egypt, Aden, and Singapore; and at the same time units of the R.A.F. were transferred from their stations in India to reinforce the Imperial garrisons in the Middle East and Malaya.

An Indian Air Force Volunteer Reserve is being created, with flights at Karachi, Delhi, Bombay, Calcutta, and Madras. All its personnel will not only be found in India, but trained and commissioned there. Young Indians, indeed with their quick minds and sensitive hands, take naturally to flying, and there is great enthusiasm for air service in India. Quite a number of Indian pilots are already serving in the R.A.F.,

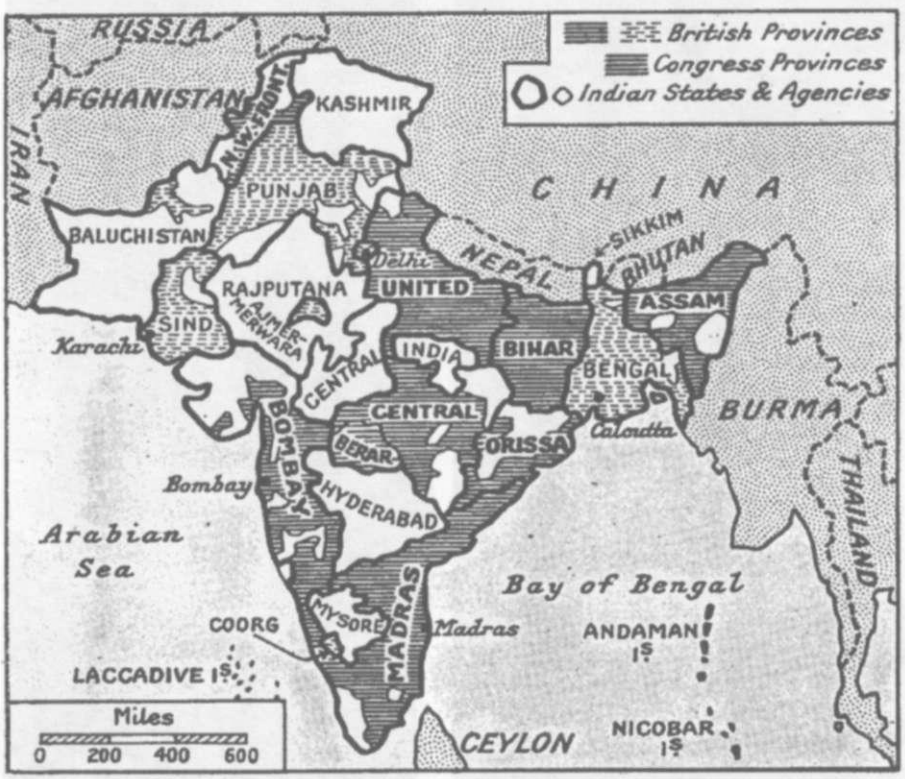
The Royal Indian Navy has been more than trebled since the outbreak of war, and it is being steadily increased as new vessels are constructed in India, Australia, and the United Kingdom. Indefatigably occupied with the task of escorting convoys and keeping India's ports and coasts clear of enemy mines and submarines, the R.I.N. is worthily maintaining the high traditions of its past.

In material, as in man power, India today is far more advanced than she was in 1914. It has been stated that of the 40,000 items needed to equip a modern army, more than 20,000 were being produced in India before the end of the first year of war. Since then, India has become still more a vast arsenal, and very shortly, in something like 90 per cent of military supplies, she will be self-sufficient. Broadly speaking, India is aiming, in cooperation with the Dominions and Colonies east and south of Suez at meeting in very large measure all the needs of our armies in the Middle and Far East. With this end in view the Eastern Group Supply Conference, attended by representatives of the Governments of Australia, New Zealand, the Union of South Africa, Rhodesia, the East African Colonies, Palestine, Burma, and Malaya, sat at Delhi from October 25 to Nov. 25; and a special mission under the leadership of Sir Alexander Roger, appointed by Mr. Herbert Morrison while he was Minister of Supply, is also at work in India, seeking to devise means of expanding still farther the production of munitions and supplies.

Yet, great as is India's war effort, it would be greater far but for the political differences and deep suspicions which distract the country. India, it should be remembered, is as big as all Europe with the exception of Russia; its 375 millions comprise people of many different races, speaking more than 200 different languages, and living at every stage of culture, from the lowest barbarism to the highest degree of civilization. Politically, India consists of British India and a large number of native states whose rulers are allied by treaty with the King-Emperor. The central government at Delhi is headed by the Viceroy and Governor-General, and consists of an Executive Council of British and Indian ministers appointed by the Crown; there is also a Federal Legislature, composed of the Legislative Assembly and the Council of State, whose members are partly elected and partly nominated. At Delhi is also the

Rt. Hon. Leopold Stennett Amery, M.P., Secretary of State for India. He has travelled extensively in the Near East and in all the British Dominions. *Photo, Lafayette*

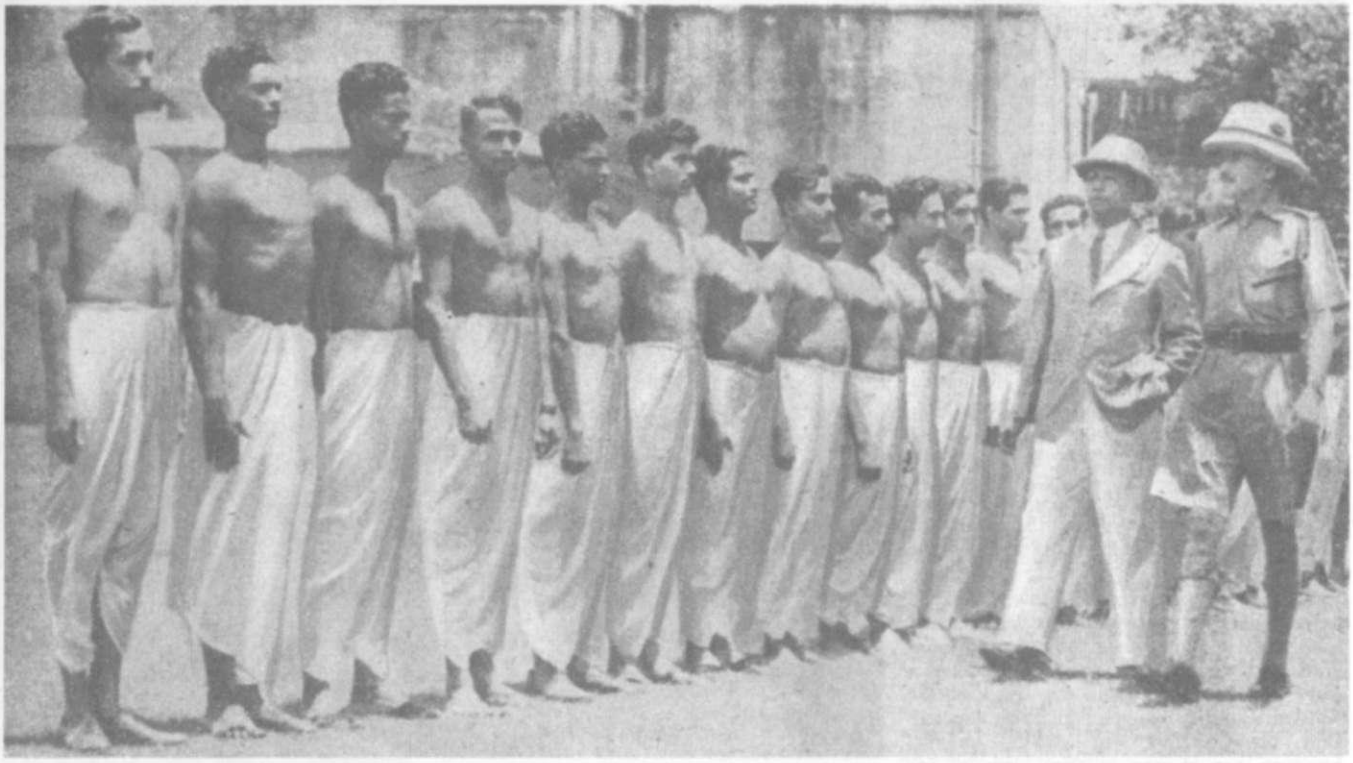
Marquess of Linlithgow, Viceroy and Governor-General of India. He is the thirty-third of the line, which began with the appointment of Warren Hastings as Governor-General of Fort William (Calcutta) in 1774. *Photo, Central Press*



India, with a total area of 1,808,679 sq. miles and a population of some 375 millions, is a continent rather than a country. This map shows the principal territorial divisions, those of the Governors' Provinces which have "Congress" majorities being specially marked, while the dominions of the Princes are left white. Burma was separated from India on April 1, 1937.

They Are Proud to Serve the King-Emperor

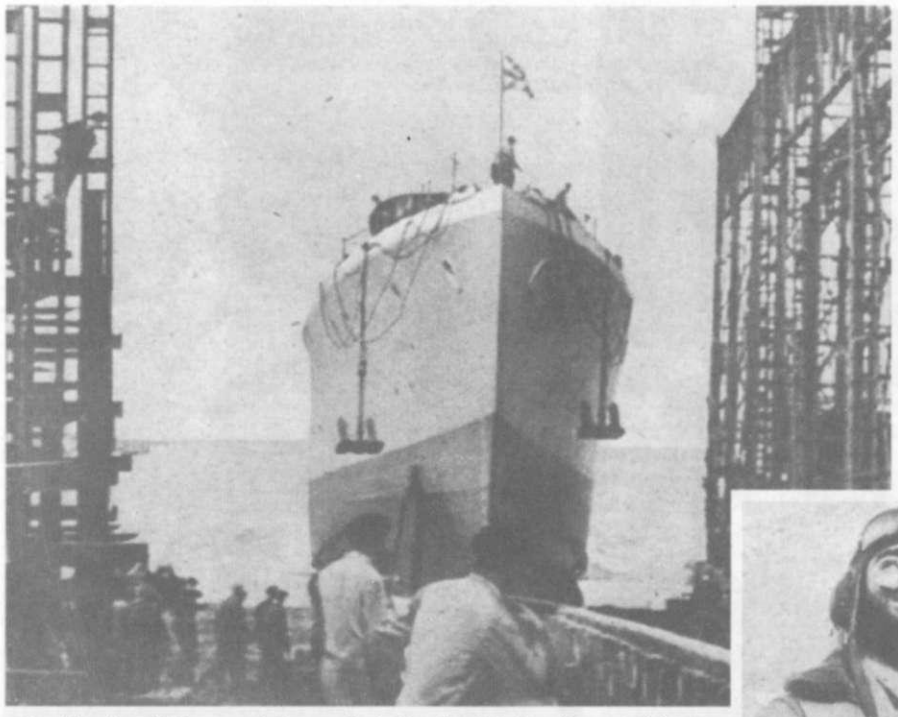
A soldier of the Indian Army, left, carrying one of the new "V.B." Mark 3 machine-guns, while his companion holds ammunition equipment. This gun is remarkable for its absence of recoil, its accuracy and mobility. The medals of the Indian captain, above, are eloquent of long and gallant service.



These Indian recruits from an ex-Service Association at Fort William are being inspected by Brigadier C. M. Maltby. They are then being sent on to be trained for work in the Indian Coastal Defence. The strength of the Indian war effort has been increased by 100,000 men, and every effort has been made to secure the maximum number of Indians to officer the powerfully-equipped Army. India has sent large contingents of soldiers overseas, in addition to strengthening her vital home defences.

Photos. Lubinski, Keystone, Topical Press

All Races and Creeds United Against Nazism



Considerable additions are being made to the Royal Indian Navy, and here we see a new member of the fleet gliding down the slipway. Right is a typical Indian pilot of the Royal Air Force in India, undergoing training at a British station.

Photos, British Official: Crown Copyright; G.P.U.

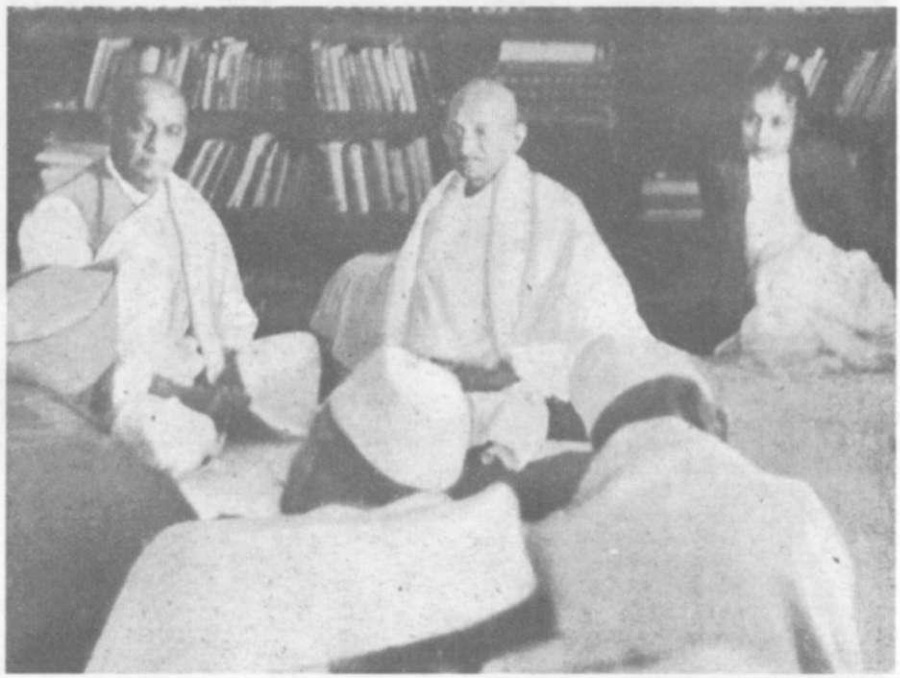
Chamber of Princes, in which the rulers of the allied states are represented.

British India is divided into 14 provinces, containing about four-fifths of the total population; and on eleven of these far-reaching powers of self-government were conferred by the Government of India Act of 1935. These "Governors' Provinces," as they are called, have elected legislatures, although the franchise is extremely limited, as the immense majority of the people are quite illiterate and therefore politically dumb. In each province there is a ministry which, though chosen by the Governor, is responsible to the legislature. In eight of the eleven provincial legislatures (Bombay, Madras, United Provinces, Bihar, Orissa, Central Provinces, Assam, and N.W. Frontier Province) there is a "Congress" majority, i.e. one drawn from the Indian National Congress, whose aim is Indian independence or, at least, Dominion Home Rule, and whose strength is derived in the main from the Hindu population. Its leader is Mahatma Gandhi, though his authority has been frequently challenged by the left wing, whose most prominent spokesman is Jawaharlal Nehru, a Socialist but, unlike Gandhi, no pacifist. On November 5, 1940 Nehru was sentenced to four years' imprisonment for making speeches calculated to hamper the country's war effort.

Besides the Congress, the only organized political party in India is the Moslem League, led by Mr. Jinnah, which opposes the Congress Party largely because it fears that in a Congress-dominated India the rights of the Moslem minority would be adversely affected. Both the Congress and Moslem League, however, are at one in their demand for independence in greater or lesser measure. It was because they were dissatisfied with the slow progress made towards the long promised Dominion status that the Congress governments in the eight provinces resigned last August, whereupon the provinces reverted to autocratic rule. In Punjab, Sind and Bengal coalition governments are in office. Neither the Congress Party nor the Moslem League have any sympathy with Germany, and certainly they have not the slightest wish to see Nazism supplant the British Raj. Mr. Gandhi has expressed most clearly his sympathy with Britain in her fight against Nazism, though his belief in non-violence makes him oppose anything savouring of war-mindedness in India. But the Viceroy's declaration of India's belligerency without consulting the Indian parties or people has been widely criticized.

The Indian attitude towards the war has been summarized by Sir Firozkhan Noon, High Commissioner for India. The Indian states, comprising one-third of the country; the Moslems, numbering 90 millions: the Sikh community, with its martial traditions; the Liberals; the Hindu Mahasabha, a strong and independent organization—all these were behind the war effort; and even the Congress, while it advanced technical reasons for standing aside, had before the war strongly condemned what it regarded as British tardiness in repelling German aggression on Austria and Czechoslovakia.

On August 8 the Viceroy issued a statement which affirmed that the attainment by India of free and equal partnership in the British Commonwealth was the proclaimed and accepted goal of the Imperial Crown and of the British Parliament. At the same time, Lord Linlithgow invited the Indian political leaders to join his Executive Council and to establish a War Advisory Council. The invitation was rejected, but the offer was repeated by the Viceroy on November 20.



This unique photograph of a session of the Working Committee of the Indian Congress was taken by Pandit Jawaharlal Nehru. It shows Mahatma Gandhi addressing Congress workers of the United Provinces. On his left is Mrs. Vijayalakshmi Pandit, who as Minister for Public Health United Provinces, was India's first woman Minister, and on his right is ex-Premier Pant of the United Provinces.

Photo, Central Press

Eye Witness Stories of Episodes and Adventures in the Second Great War

I Saw the Fight from 'Rangitiki's' Bridge

One of the main targets of the German raider which attacked the "Jervis Bay" convoy (see pages 567 and 583) was the 17,000-ton liner "Rangitiki," which, however, docked safely. Her commander here tells the story of his ship's ordeal under shell-fire and of the "Jervis Bay's" heroic fight which enabled her to escape.

WHEN his ship reached port, Capt. Barnett of the "Rangitiki" said: "It was at four o'clock in the afternoon that an unidentified ship was sighted hull down on the port beam and steering gradually closer to us.

The look-out in the crow's nest passed the message and the top masts of the enemy must have been 20 miles away when we first sighted her. By 4.45 we could see she was a warship of heavy calibre.

The whole convoy was doing about nine knots. About 5.15 the enemy suddenly opened fire with her forward turret at a range which I should estimate to be nearly 15,000 yards.

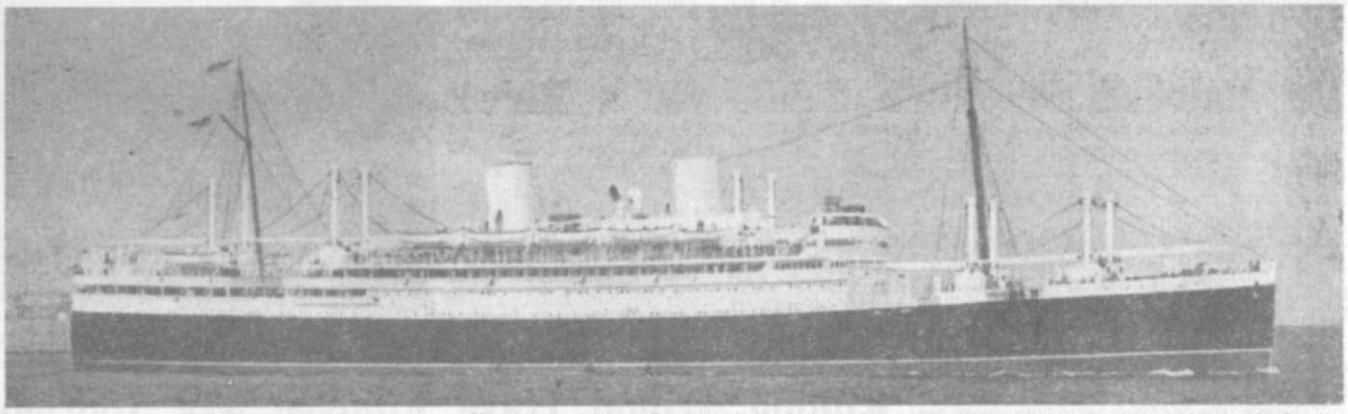
It was obvious that the target was the "Jervis Bay" or the "Rangitiki," as we were the largest ship and our 17,000 tons and our two funnels must have made an attractive target. At the same time the convoy, acting swiftly to orders, turned to starboard and dispersed.

It seemed lucky, although it really wasn't, that no one ran into another ship. While this operation was going on the enemy had turned to a parallel course to the convoy and began to concentrate its fire on the "Jervis Bay," which had commenced to steam towards the enemy.

She was firing all the time, but her salvos appeared to fall short.

The raider's second salvo hit the "Jervis Bay" amidships on the port side, evidently putting her engines out of action, as she lost way immediately. The third salvo struck her just before the bridge and the fourth aft, setting her afire.

Then the enemy concentrated its fire on our ship, but she did not have so much luck. Her first salvo fell on our starboard quarter about 400 yards short. The second straddled us amidships, but the third, instead of finishing us, straddled us again just forward of the bridge.



Here at sea is the "Rangitiki," the largest ship in the convoy under the escort of "Jervis Bay." Top is her commander, Captain Henry Barnett; below left, her purser, Mr. A. Swift, with Mrs. B. Lee, stewardess, on his left and Miss W. Taylor on his right, photographed on board the "Rangitiki" after she had reached port. *Photos, Planet News and Fox*

One shell went right over us less than 50 yards away, and it smothered the bridge with spray and shell fragments, which struck the ship forward but did no appreciable damage. The enemy by this time was apparently bringing its secondary armament into play, as we have found since small pieces of shell on the deck.

Meantime all the ships in the convoy were using their smoke floats, and if it had not been for a light wind from the south-east which enabled the smoke to screen us, I think we might not have escaped, and nor would a lot of others.

The other skippers carried out a very gallant action with their manoeuvres, and fortunately as night fell with only a quarter-moon we made good our escape.

Capt. Barnett paid a high tribute to all his officers, engineers and crew. He also spoke highly of the conduct of his passengers. They were all magnificent. The passengers on board included seven women. Although the ship was at times enveloped by shell fragments and spray they were calm throughout.

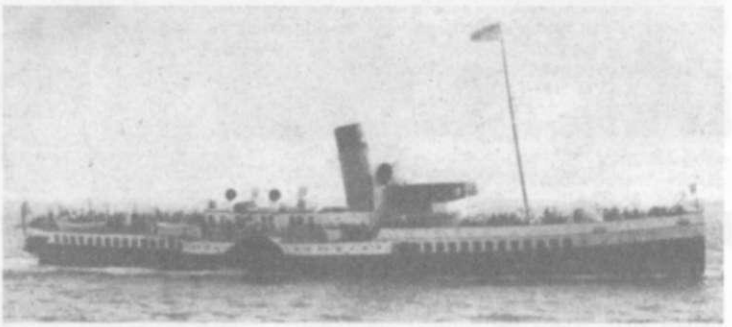
MISS RUTH SHANNON, who was a passenger returning from New Zealand to do war work, told a graphic story. She said:

I was just getting up from afternoon rest when I heard a terrific crash on the starboard side, where my cabin was situated. In a few minutes stewardesses told us to put on our lifebelts and we were taken to the port alleyway.

Later a sing-song was arranged by the officers and we all joined in singing such songs as "Roll out the Barrel." Everyone was very cheerful and there was absolutely no panic of any kind.

At dinnertime, some two hours later, we were told that dinner would be served in the ordinary way in the saloon, and we sat down with our lifebelts on, although I am afraid

I WAS THERE!



THOUSANDS of holiday-makers have crossed the Solent in the Southern Railway's paddle-steamer "Southsea," above right. She is now H.M. minesweeper "Southsea," commanded by Lieutenant C. C. M. Pawley, R.N.R., and has earned fame by bringing down an enemy aircraft. On November 17, 1940, she was attacked by a Dornier 17, and her 20-year-old gunner secured a direct hit with his first shot. His mate is 22 years of age. Left are the two gunners.

Photos, Wright & Logan and Topical

we did not make as good a dinner as we usually do. The only difference in the dining-room was that the lights were lowered, but the service was, as usual, excellent.

When the immediate danger was over and the passengers were able to resume their normal life on board there was a feeling of gratefulness to the captain and officers. On the last night before they reached the West-coast port the passengers insisted that the captain should come for a few minutes to the dining saloon.

Miss Shannon concluded:

The captain had been on the bridge for many hours. In fact, I was told he had not taken off his clothes for seven days. We had dinner, and then it was proposed that we should sing "Auld Lang Syne," and we joined hands, skipped around the tables and chairs, and sang.

I do not think I am giving away a secret when I say that all the women passengers went up to the captain and kissed him!

"*Daily Telegraph.*"

We Watched the Bomb Taken for a Ride!

The work of the bomb-disposal squads of the Royal Engineers has already been described (see page 338), but the reactions of the public to the removal of delayed-action bombs are amusingly depicted in the following dispatch by Helen Kirkpatrick.

At first when the manager of a famous London hotel approached tables of lunchers with the news, everyone, from the Chief Whip, Capt. Margesson, to lowly correspondents, looked startled.

"What do you mean?—the police have ordered everyone out of the hotel during the procession?"

"That's the order," said the manager, spreading his hands in deprecating fashion. "Actually the police said that everyone must go thirty yards from the street for the procession, but I'd advise three thousand yards."

In good order the guests paid their bills and left by the back door, not, as might be thought, in fear of what first seemed the Gestapo-like activities of the British police, but in genuine respect for a procession which was to pass down a famous London thoroughfare on the stroke of three.

Peeping out behind a solid stone building a good 30 yards from the street, we watched the mysterious procession passing.

Slowly from unseen crowds equally well hidden behind buildings all along the street came cheers. Not from windows which had been left open and untenanted, but muffled by yards of stone between them and the majestic sight.

There on a large Army lorry, escorted by outriders, sat the biggest bomb we had ever seen that close, and, sitting beside it, seeming to stroke it into a brief quiescence, sat the calm figure of an Army engineer.

As it roared its way down the street towards—we hoped—some eager marshes, the police shed their Gestapo role and welcomed us back.

(*From the story by Helen Kirkpatrick, London Correspondent of the "Chicago Daily News," printed in the "Daily Telegraph".*)

This apparently harmless bomb reposing in a lorry is actually a delayed-action bomb ready to pass in "procession" to some "eager marshes." *Photo, Fox*

Kipling Would Have Enjoyed My Journey

Among the unsung heroes of wartime England are the lorry-drivers who "deliver the goods" in fair weather and foul and are not deterred from driving through nightly air raids. Mr. Campbell Dixon, the "Daily Telegraph" reporter, who spent a night with north-bound drivers, wrote the following note of appreciation of their work.

Kipling should have written this story. He loved machines, the traffic of high seas and highways, and men in greasy overalls doing a brave job of work.

Yes, Kipling should have ridden in my place the other night and seen how the lorry drivers of England are pounding nightly through blitz and fog and darkness, carrying food for the housewife, spare parts for the factory and raw materials to keep a million wheels turning.

The lorry I rode in was one of Tillings', said to control more lorries and vans than any other company in the world. It weighs seven tons and carries a 15-ton load from London to Manchester between darkness and dawn.

It was bright moonlight when we crossed the Thames, shimmering like a Whistler Nocturne, passed the blind houses of northern suburbs, and roared through sleeping villages set in a fairyland of oak and grass, silver beneath the moon.

Soon came disenchantment. At one place a board at a junction said, "Air Raid." Sirens and even gunfire were drowned by the roaring Diesel engine, but there was no mistaking the import of the searchlights.

Often the lights followed a 'plane along our road. Then the driver would reach under the seat for a steel helmet. Nothing dropped and one by one the lights went out.

These night drivers know the roads of England as most of us know our street. Every now and then my driver would indicate a local landmark: "Sleepy hollow"; "Our boys have supper there"; "Café on the right is where I saw two girls fight with razors. Bit rough."

I WAS THERE!

At a half-way house at 2 a.m. with frost biting sharply, we met drivers from the North. Hot tea, sausage and mashed, and I was on another lorry, London bound.

Five more hours' pounding through moonlight and ground mist, with the barrage of London now glittering silently, and I was back in the West End, full of admiration for the unknown army that delivers England's goods.—*Daily Telegraph.*

We Were Rescued by an American Destroyer

The first job to fall to one of the American destroyers transferred to the British Navy was to rescue from the sea the crew of a Royal Air Force heavy bomber. On October 31 the captain of the aircraft broadcast the following story of the crew's 22 hours in the Atlantic in a rubber dinghy.

MANY people have said what a welcome addition the American destroyers would be to our fleet. I am sure that no one is likely to give them a more hearty and grateful welcome than my crew and myself did one afternoon a couple of weeks ago when, after drifting aimlessly about in a rubber dinghy off the coast of Ireland for a very long time, we suddenly saw on the crest of a wave the funnels of a destroyer.

It happened like this. We had been detailed to escort a convoy and had met it inward bound at about midday. Several hours later, while we were still on patrol, the rear gunner reported a trace of smoke from the starboard engine. I was not unduly worried, but I decided to return to base at once and the wireless operator reported to base that we were doing so. But almost immediately our trouble increased, the engine got very hot—and so did I.

I saw clouds of smoke pouring from the engine, the temperature shot right up, and I had to throttle the engine back to prevent it catching fire. We were only at about 500 feet at the time and the aircraft would not maintain height on the other engine. I told the crew to stand by for a landing on the sea. This we must have done with quite a crack, in spite of my efforts to hold off as long as possible and reduce speed, as the fuselage broke nearly in two just forward of the leading edge of the wings. The cockpit immediately began to fill with water, and I climbed out through the escape hatch in the roof and found the rest of the crew in the sea with the dinghy which was just opening. The wireless operator had hit himself jumping in and had swallowed a lot of salt water when he went under; he was very nearly unconscious. We got him in after quite a struggle, and the rest of the crew came aboard in turn. The aircraft had sunk by the time the last had got in.

This happened at about 4 o'clock in the afternoon; there were about three hours of daylight remaining, and, of course, we hoped very much that SOS we had sent out would have been received and that we should be picked up or at least sighted that afternoon. We were at the time within sight of land, but a strong south-westerly wind was carrying us away out to sea. Darkness fell without a sight of ships or aircraft, and we resigned ourselves to at least another fourteen hours afloat.

There were only three things to do all night—to keep awake, to keep warm and to try to keep the boat as dry as possible. We had all, except the rear gunner, swallowed some salt water and were seasick. We found three exercises which seemed the most practicable for keeping warm. First we would pat our hands briskly on our thighs; that warmed both hands and thighs and was our commonest exercise. Then we did the "cabman's swing," swinging our arms across our chests. Finally we smacked each other on the back. We did our best to keep cheerful, and as my watch was watertight and working I reported the time every half-hour and the number of hours to daylight.

At first we shipped water quite often as the tops of the waves broke over us. Later, though the seas were steadily rising with the wind increasing through the night, we became quite expert at riding the huge Atlantic rollers, and found that if we kept two of us facing into the wind and two with their backs to it we could watch the waves and by leaning away from the bad ones ease ourselves over the top of them without shipping water very often.

The night passed very slowly indeed. I had decided not to open the rations till morning, as I knew we should be much hungrier then. I am afraid I adopted rather a "Captain Bligh of the Bounty" line over the rations, as I wanted to make them last for three days. Dawn crept upon us at about 6.30 after an apparently interminable night of back-slapping and wave-climbing. It was quite light by 7.30 and we were out of sight of land, but suddenly, to our joy, we saw a ship in the west. It got larger and was heading almost in our direction; then it altered course and came straight for us. We stood up in turn and waved and we all shouted, but she was to windward and neither saw nor heard us. We saw several aircraft during the morning, but even those fairly near did not spot us because the sea was a mass of "white horses."

Suddenly, about 2 p.m., we thought we saw some ships in the distance. All the morning, however, we had been seeing low islands and lighthouses, which proved to be merely the crests of waves breaking in the distance, so I didn't have much faith in any of these ships. Then we started looking again, and to our joy saw from the crest of a wave a flotilla of destroyers steaming towards us in line abreast. The second pilot recognized the four funnels and flush deck of the American destroyers, and we thought that they would pass on either side of us. Then, as they drew near, they altered course away from us so that we passed to port of the port ship of the line. We held the rear gunner up and he waved our green canvas paddle. Just as we had about given up hope again we saw people waving from the decks and she turned in a circle round us.

Soon after, she came alongside and threw us a line, at first shouting directions in German, as they had mistaken our uniforms. The ship was rolling heavily and when our navigator caught hold of the rope ladder he could not get a foothold, and as his hands were too cold to keep a grip he fell into the sea. A sailor at once jumped in, put a line round him and he was lifted out. The rest of the crew and myself were able to climb aboard. We were taken below and had our skins practically rubbed off us before we were wrapped in blankets and put in officers' cabins, with tea and rum and hot food, all extremely welcome.

As soon as I was warm I borrowed some clothes and went on the bridge to thank the captain. I learned that it was he who had first spotted us when he saw through his glass our yellow skull-caps and life-saving jackets and dinghy, which he thought was some wreckage as we appeared and disappeared on the distant waves.

One of the U.S.A. destroyers transferred to the Royal Navy is the "W. C. Wood," and here is a photograph of her new captain (who by a coincidence bears the same name)—Commander D. E. Wood, standing beside the bell of his ship. *Photo, Associated Press*

The lives of many airmen have been saved by rubber dinghies with which aircraft are equipped. As recounted in this page, the crew of a wrecked aircraft spent 22 hours in their dinghy before they were rescued by an American destroyer that had been transferred to the British Navy. *Photo, British Official: Crown Copyright*

OUR SEARCHLIGHT ON THE WAR

De Gaulle Scores Further Successes

VICHY is becoming increasingly perturbed about the Free French gains in Equatorial Africa. On Aug. 26 the Governor of Chad Territory announced that it refused to accept the French capitulation and would continue to fight on the side of Britain. This courageous lead was followed three days later by the announcement that French Congo and the Cameroons also repudiated the Pétain Government and had joined the Allies. The colony of Gabon at first put up resistance, and on October 27 it was reported that Free French Forces under the command of General de Larminat were advancing on the village and fortress of Lambarene. On November 6 they were captured. Four days later Libreville, the capital of Gabon, surrendered to General de Gaulle's adherents, and the warships "Savorgnan de Brazza" and "Commandant Domine" of the Free French Navy entered the harbour. On November 12 Port Gentil, the second port of Gabon, surrendered. General Weygand, who is in French North Africa, whither he was sent as a special commissioner of the Vichy Government to check the movement of the French colonies towards General de Gaulle, is said to be bitterly disappointed at this effect of France's capitulation, and in those circles in France which believed in the possibility of Franco-German cooperation there is a feeling of something like despair.

Small States Join the Axis

AT the Belvedere Palace in Vienna, on November 20, Count Czaky, Hungarian Foreign Minister, signed, with Ribbentrop, Ciano and Kurusu, Japanese Ambassador in Berlin, a Protocol binding his country to the Three-Power Military Pact of September 27. Hitler, who stood by and watched, had hoped that similar Protocols would have been signed at the same time by King Boris of Bulgaria and Suñer, Spanish Foreign Minister, whom he had recently summoned to Berchtesgaden for conferences. But Ribbentrop ended a speech of welcome to Hungary with the words, "Other States will follow." By the Protocol she undertakes to assist the other signatories "with all political, economic and military means" if any of them is attacked by a Power not yet involved in the war. The ceremony at the Belvedere Palace is merely a formal confirmation of what was already an accomplished fact, for Hungary has for some time had to submit to the use of her territory and her resources by Germany. Making the best of a bad business, Hungarian officials at Budapest maintained that "Hungary's position is now similar to that of Japan, namely, the closest collaboration in the common aim of the signatories of the tripartite pact, but without belligerency." On November 23 General Antonescu, Rumanian dictator, signed a similiar Protocol on behalf of his country, and he was followed by Dr. Tuka, Slovak Prime Minister. But Hitler's plan of compelling Bulgaria to join the Axis has either been postponed—or rejected by King Boris himself.

Enemy Activities in Syria

BARON von Oppenheim, a German archaeologist of note, arrived some weeks ago on the Syrian frontier with a party numbering over thirty, his ostensible object being the study of the architecture of the Omayyad castles. The French Commissioner, M. Puaux, having a well-founded distrust of "missions," at first refused him entry, but Berlin put a little pressure on Vichy, and M. Puaux had to give in. Von Oppenheim, who speaks Arabic fluently, is now said to be in the Syrian desert, visiting the Ruwalla tribe. But in addition to his genuine archaeological achievements, the Baron has won success in diplomacy, and was for some years attached to the German embassy in Turkey, and it is not without significance that the territory of the Ruwalla tribe lies near the Iraq Petroleum Company's pipeline, which runs across the desert from Kirkuk to Haifa, and furnishes a principal source of supply for H.M. Fleet in the Mediterranean.

The other member of the Axis is definitely not persona grata in Syria. It was reported on November 20 that half of Mussolini's Armistice Commission had gone home, and the rest were soon leaving. Their aims—to ingratiate themselves with the civil population, and to secure military, naval and air bases for operations in the Middle East—have met with complete failure. This set-back, coming on top of Taranto, reverses in Greece, and Italian air losses in Britain, has, it would seem, infuriated the Duce.

GEORGE CROSS AND MEDAL

KING GEORGE has chosen the design for the George Cross and the George Medal, the honours which he created on September 23 "for men and women in all walks of civilian life." (There is also a small military division.) Both are in silver. The Cross was designed and modelled by Mr. Percy Metcalfe, C.V.O., R.D.I., the artist responsible for the King's Coronation Medal. It has four equal limbs and in the centre is a circular medallion bearing the design of St. George and the Dragon, taken from the reverse of the gold coinage, surrounded by the inscription "For Gallantry." In the angle of each limb are the letters G VI. The reverse of the Cross is plain, and on it will be inscribed the name of the recipient and date of award. The ribbon is dark blue, threaded through a bar adorned with laurel leaves.

The Medal is 1·42 in. diam. The obverse shows the crowned effigy of the King, surrounded by the inscription GEORGIUS VI D.G. BR. OMN. REX ET INDIAE IMP., and is identical with that of service medals in general. The reverse depicts St. George slaying the Dragon, a design adapted by Mr. George Kruger Gray, C.B.E., A.R.C.A., F.S.A., after the bookplate designed by Mr. Stephen Gooden, A.R.A., for the Royal Library at Windsor Castle. The ribbon is red with five narrow vertical stripes of blue.

Press Censors in Norway

BERLIN controls even the headlines in the Norwegian newspapers. According to a writer in the "Manchester Guardian," a young Norwegian, one of the many refugees who are still arriving by boat from that unhappy country, produced a "Direction to Newspapers," issued by the German Reichskommissar after an attack on Bergen by the R.A.F. This instruction to editors of the morning papers was as follows:

The reports should have one of the following headlines, among which the editor is free to choose for himself:

1. The King dispatches his help from England; Bergen bombed.
2. Royal greetings from Bergen.
3. Cordial thanks, King Haakon, for your bombing of Bergen.
4. Was King Haakon aware that his British friends were attacking Bergen?
5. As soon as the King is established in London, Norwegian citizens are killed by bombs.
6. King Haakon carries on with the war; Bergen his first victims.

All the headline writers in the morning papers chose No. 4 as being the least offensive. But the Reichskommissar evidently felt that he had been stupidly lenient, for within an hour of two the editors of the evening papers were circularized to the effect that they might report the bombardment of Bergen, but that headline No. 4 was cancelled.

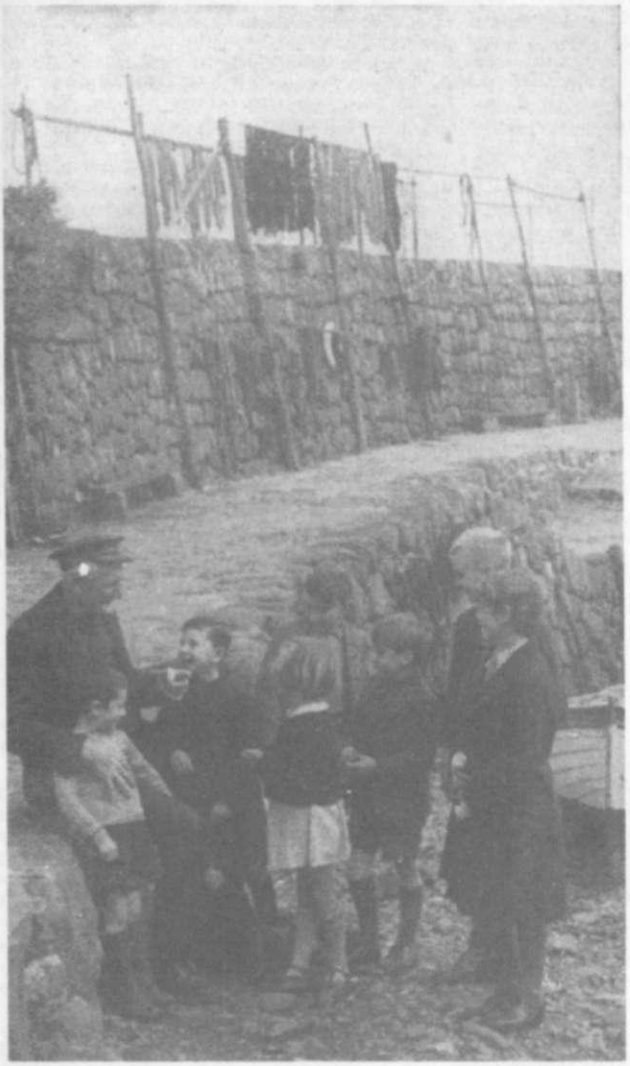
Messerschmitts' Weak Point

THE Air Ministry News Service has been collecting extracts from the reports of pilots who have destroyed Messerschmitt 109 fighters carrying single bombs. It seems that these machines can fly very high and very fast, thus escaping more easily, but their construction is such that they cannot stand up to attack. "I gave it about a seven-second burst," said a Spitfire pilot. "No other action was necessary, as it disintegrated and fell from the sky in hundreds of pieces." "The Me. disintegrated," said another. "The tail was struck first, then the rudder. The petrol tank was alight and the panels were falling off." A Hurricane pilot, describing his encounter, said: "Everything poured out and bits flew off." And still another reported: "Pieces were flying off in all directions." How different is the resistance of our own fighters! The condition of one Hurricane, whose wounded pilot made a safe landing near Folkestone, has already been described in page 278, but we may here repeat the awed comment of one expert after examining the battered machine: "It's not flying, it's a miracle!"

Nazi Winter Invasion Plans

ACCORDING to reports from neutral sources, the German troops stationed along the French coast believe that the invasion of Britain may be attempted during foggy weather this coming winter. Rehearsals were still being carried out recently, to the disgust of the troops. They hate the sea, and hope that their units may not form part of the million or so men whom the German Command, it is said, proposes to send across the Channel to widely separated places, reckoning that the British defence forces will be so dispersed that at least one contingent could effect a landing and hold it until vast German reinforcements converged upon it. The plan looks well on paper, but it appears to disregard the existence of our coastal patrols, both naval and air.

Perhaps It Is Not So Bad to Be an Evacuee!



First-hand stories of adventures on the sea add a new joy to life for boys and a small girl evacuated from London to a fishing village in Devon. No doubt, too, the old salt loves to tell them!

The best sport these youngsters from the East End of London have hitherto enjoyed has been fishing for "tiddlers" in a London park. Now they are guests at one of the Duke of Bedford's houses, Sarratt Mill in Hertfordshire, and though the catches may not be big, novel conditions lend zest to their sport.

At Blackpool, this grandmother from the East End of London (left) enjoys a paddle perhaps even more than her charges. Lady Brooke Popham sees that the little Londoners to whom she has given a home have a good time; above, a bunch of them enjoy a ride in the gardeners' truck while Lady Brooke Popham consoles one of them who, being a Londoner, perhaps feels safer on a tram.

Photos, Topical, Fox and "Daily Mirror"

OUR DIARY OF THE WAR

TUESDAY, NOV. 19, 1940 *444th day*

On the Sea—British light naval forces sank German E-boat in North Sea.

Admiralty announced that H.M. submarine "Rainbow" was overdue and must be considered lost.

In the Air—R.A.F. bombed Skoda works at Pilsen, Bohemia; munition stores and other objectives in Berlin; shipyards and docks at Kiel, Hamburg, and Bremerhaven; synthetic oil plants at Gelsenkirchen and Hamburg; power station at Hamborn; railway yards and junctions at Bremen, Berlin and Aurich; inland port of Duisburg-Ruhrort.

Coastal Command aircraft attacked naval base at Lorient and harbour at Barfleur.

German liner "Europa" reported to have been hit during recent R.A.F. raid on Bremen docks.

War against Italy—Night raids by R.A.F. on Tirana and Durazzo. Destructive attack made on Assab.

Five Italian tanks destroyed and others damaged at Hileiquat, 15 m. south of Sidi Barrani.

Cairo reported that enemy raids on Alexandria had been intensified.

Home Front—Very little enemy air activity during day. Heavy night raids, particularly in Midlands. Birmingham had its severest attack, lasting 9 hours. Extensive damage done and many casualties. London hotel again struck. Church, convent, hospital, and L.C.C. institution hit. Five enemy aircraft destroyed.

Greek War—Newly arrived R.A.F. fighters in Greece shot down nine Italian aircraft. Greeks reported capture of Erseka, 20 m. south of Koritza.

General—King Leopold reported to have visited Hitler at Berchtesgaden.

WEDNESDAY, NOV. 20 *445th day*

In the Air—R.A.F. made large-scale attack on Duisburg-Ruhrort. Other forces bombed ports of Lorient, Cherbourg, Dunkirk, and Ostend, and several aerodromes.

War against Italy—R.A.F. scored success in Eastern Libya, bringing down 10 Italian fighters. During night Benghazi, Berka, and Benina were raided, as were Gura, Massawa, and Asmara in Italian East Africa.

During night British naval unit, assisted by air cooperation, successfully bombarded Maktila camp, on Libyan coast.

Home Front—After day of slight activity enemy launched another, but minor, night attack on Midlands. Bombs also fell in London area, in South-coast town and in many other widespread districts. One town in S.W. England had its 202nd raid.

Greek War—Greeks reported to have launched new offensive on wide front. Attacks continued on Morova mountains overlooking Koritza.

General—Hungary joined Three-Power Pact between Germany, Italy and Japan.

THURSDAY, NOV. 21 *446th day*

In the Air—No night bombing operations by R.A.F. owing to unfavourable weather.

War against Italy—R.A.F. bombers raided Tepelini, Albania. In Libya, Derna, Bomba and Bardia were bombed.

Home Front—During day bombs fell in East Anglia and Home Counties and in a town in South England. At night Liverpool had two short raids. Bombs fell at several places in East Anglia and in widely separated places in southern half of England. One enemy aircraft destroyed; Britain lost one

Greek War—Italians abandoned Koritza and retreated northwards to Elbasan and Pogradets. Greeks began to occupy the town. General Greek advance throughout Epirus front reported. Tanks, 200 motor vehicles, much war material and many prisoners captured. Argyrokastro aerodrome bombed.

General—Air Marshal O. T. Boyd, newly-appointed Deputy to A.O.C., Middle East Command, taken prisoner after forced landing over Sicily.

King George opened new session of Parliament.

FRIDAY, NOV. 22 *447th day*

In the Air—R.A.F. made intensive attack on Merignac aerodrome, near Bordeaux. Many successful raids also made over Germany. Coastal Command aircraft bombed Stavanger aerodrome.

War against Italy—During night R.A.F. made successful raid on Bari.

Home Front—Bombs fell during day in Home Counties village and town on South coast. Concentrated 11-hours night attack on West Midland town; much damage and many casualties occurred. Bombs also fell in London area, in N.E. town, South-coast town, and elsewhere. Two enemy aircraft destroyed.

Dover area shelled from French coast.

Greek War—Italian retreat continued. Large quantities of war material fell into Greek hands. Occupation of Koritza completed. R.A.F. bombed and destroyed communications of retreating Italians at Pogradets. On Epirus front Greeks advancing in direction of Premeti and Tepelini.

Italians bombed Cephalonia and Corfu, and Tygani in Samos. Four destroyers from Leros later bombarded Samos.

SATURDAY, NOV. 23 *448th day*

In the Air—Large force of bombers attacked objectives at Turin, including the Royal Arsenal and Fiat Works.

R.A.F. bombed goods yards and railway stations in Berlin and Leipzig; inland port of Duisburg-Ruhrort; canal wharves at Cologne; railway sidings at Dortmund; oil targets at Wanne Eickel and Dortmund; Krupps works at Essen; several aerodromes.

Coastal Command aircraft raided marine bases in northern and western France

fighters in Straits of Dover, shooting down seven without loss to itself.

War against Italy—R.A.F. attacked group of Italian aerodromes in desert and on coast around Tobruk.

Home Front—Enemy aircraft made three daylight raids over S.E. England. One small formation penetrated to London and bombs fell in a southern suburb and in a town on Thames Estuary.

At night Southampton had its worst raid of the war; many buildings demolished or damaged, and casualties heavy. Another South-coast town was also bombed.

Eleven enemy machines shot down, seven being Italian.

Greek War—Greek advance continued along whole front. Italians retreating towards Valona, abandoning vast quantities of equipment. R.A.F. bombed Elbasan, Albania.

General—Rumanian dictator, General Antonescu, and Dr. Tuka, Slovak Premier, signed protocols in Berlin by which their countries join the Axis.

SUNDAY, NOV. 24 *449th day*

On the Sea—Admiralty announced loss by mines of H.M. trawler "Kingston Alalite" and H.M. drifter "Reed."

British steamer "Port Hobart" wirelessed that she was being shelled by raider off West Indies.

In the Air—R.A.F. carried out extensive raids over invasion ports on French coast.

Bomber Command concentrated night attacks on shipyards and industrial plants at Hamburg. Other targets included Altona gas works, docks at Wilhelmshaven and Den Helder, aerodromes, seaplane bases, A.A. and searchlight positions.

Coastal Command aircraft bombed aerodrome at Christiansand. Other aircraft attacked harbour of Hook of Holland.

War against Italy—Heavy daylight raid by R.A.F. on Durazzo. Military stores and motor transport column successfully attacked in Tepelini area.

Cairo stated that Metemma, opposite Gallabat, had virtually been evacuated by Italians. R.A.F. attacked Red Sea port of Assab.

Home Front—Enemy daylight activity was slight. Few bombs fell in Kent. Big night attack on Bristol. Churches, chapels, schools, cinemas, shops and houses demolished; casualties were considerable. Bombs also fell in London.

Three enemy aircraft shot down.

Greek War—Athens reported that Greek advanced units entered Pogradets and proceeded towards Elbasan. Mountain town of Moscopole fell to Greeks. Konispol, opposite Corfu, captured.

General—Death of Lord Craigavon, Prime Minister of Northern Ireland.

MONDAY, NOV. 25 *450th day*

On the Sea—Steamer "Patria" sank in Haifa harbour following explosion.

In the Air.—R.A.F. bombers attacked naval base and dockyards at Kiel and Wilhelmshaven. Other aircraft bombed docks at Hamburg and Willemsoord, seaplane base at De Mok, and several enemy aerodromes.

War against Italy.—R.A.F. carried out reconnaissance over Sicily, Taranto and Bari.

Assab on Red Sea was again bombed.

Home Front—Bombs fell during day on coastal towns in S. and S.E. England, but damage was slight. No night raids as weather was unfavourable.

Four enemy aircraft shot down.

Greek War—Italian retreat fast becoming a rout. Greek advance continued along whole front. R.A.F. harassed retreating enemy and bombing his convoys and motor transports. Italians reported to be forming new line on Tomor mountains, east of Berat.

Empire—First contingent of airmen trained

THE POETS & THE WAR

XXXIX

TO THE FIGHTER PILOT

By Greta Briggs

He is so young and joyous, yet he bears
The fate of nations on his shoulders now.
His roaring Spitfire thunders up the sky;
To him the drone of engines seems a song.
He rides the cloud-pavilioned lists that lie
Between earth's surface and the evening star;
His feats of arms are such as men have not
Dared heretofore. His brief reports can vie
With all the ballads of those knights and kings
Whose deeds were red-hot news in Camelot.

He has a threefold England in his charge:
The old-world England we have loved so long,
And then the splendid England of today,
And, finally, the England yet to be!
We pass him in the street—a knight who wears
Not golden spurs, perhaps, but shining wings.

—*Daily Telegraph*